



TOWN COUNCIL WORK SESSION

June 04, 2024 at 7:00 PM
250 River Circle - Alpine, WY 83128

AGENDA

Notice - The video and audio for this meeting are streamed live to the public via the internet and mobile devices with views that encompass all areas, participants, and audience members. Please silence all electronic devices during the meeting. Comments made on YouTube will not be answered. Please email clerk@alpinewy.gov with any questions or comments.

YouTube LINK FOR LIVE FEED:

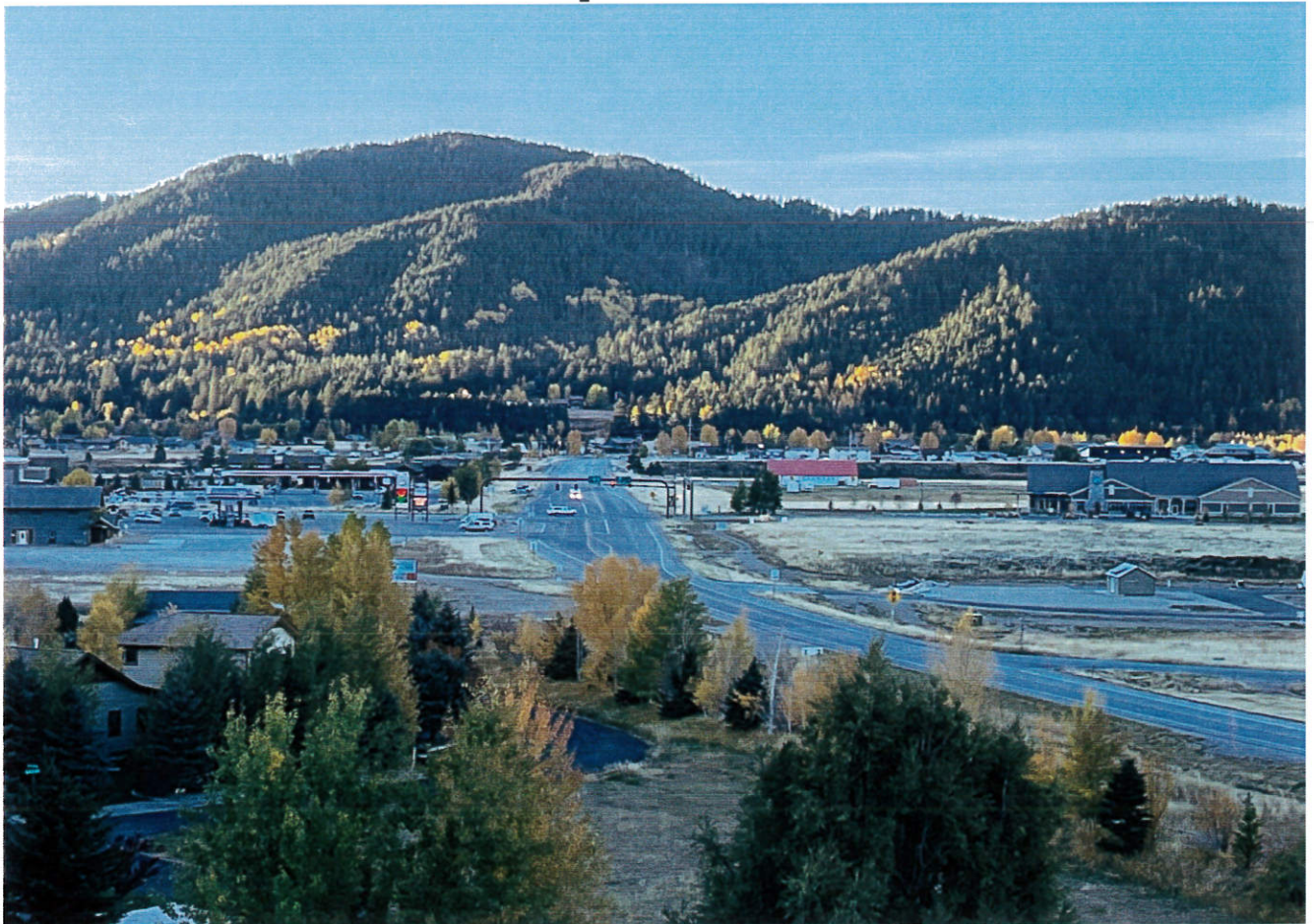
<https://www.youtube.com/@townofalpine>

1. **CALL TO ORDER** - Mayor Green
2. **DISCUSSION ITEMS**
 - [a.](#) Alpine Master Plan Draft
 - [b.](#) Alpine Comprehensive Plan Proposal
 - [c.](#) Building Fee Discussion
3. **ADJOURNMENT**

2023 MASTER PLAN

TOWN OF ALPINE

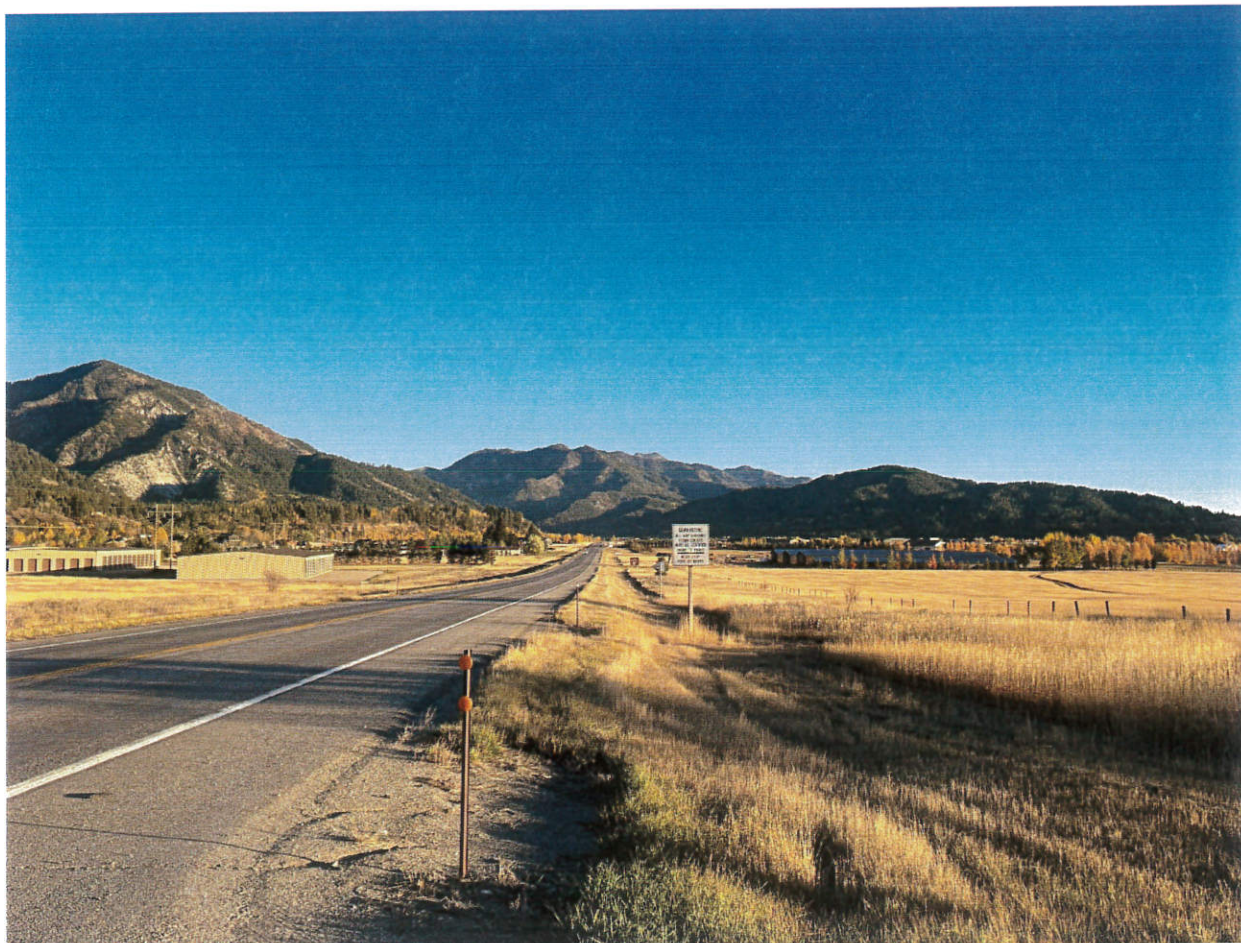
DRAFT - September 2023



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Alpine, Highway 26

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Acknowledgments

Town Council

Eric Green, Mayor
Andrea Burchard, Councilman
Emily Castillo, Councilman
Frank Dickerson, Councilman
Jeremy Larsen, Councilman

Town Planning & Zoning Commission

Rex Doornbos, Chairman
Floyd Jenkins, Vice Chairman
Melissa Wilson

Steering Committee

Eric Green
David Jenkins
Christine Wagner
Dominique Brough
Hayley Ruland

Town of Alpine Planning Staff

Christine Wagner, Planning & Zoning Administrator

Town of Alpine

2023 Master Plan

Introduction

A Master Plan is a guide for the future of the Town. While the focus of a Master Plan is to guide planning and zoning decisions, the scope of the Plan is much broader, encompassing many issues that impact Town residents including public services, natural resources, recreation, and transportation, among others. A Plan is prepared with the involvement of Town residents, community groups and other public agencies, and must reflect their issues and concerns. Topics that extend beyond the planning and zoning functions are also included in the Master Plan as they address areas of concern to the Town government and for the benefit of residents and visitors alike.

Wyoming cities are allowed to prepare and maintain a current Master Plan in accordance with Wyoming Code Section 15-1-503. The Plan considers previous and existing conditions, trends, to develop goals and objectives, or desirable future situations within planning components (such as land use, population, hazardous areas etc.). The adopted Plan will provide a sense of direction, a broad overview of where the Town is and where it is going.

The Town of Alpine began discussions of the future uses and desires of the community in the fall of 2022 with a community survey. The Town Council began the planning process in January 2023, initiating a consultant contract to update the formal planning process to create the Town of Alpine Master Plan to serve as a five to ten year guiding document. The planning process objectives were to:

- Provide an update to the 2006 Town of Alpine Master Plan, consistent with Wyoming Code.
- Create Goals and Objectives to provide guidance for future land use and infrastructure decisions.
- Provide the public with complete, accurate and timely information regarding the process.
- Offer consistent and accessible opportunities for public participation and community conversations.
- Develop strategies that will support implementation of the Plan.

PUBLIC INVOLVEMENT

A Master Plan is not complete without the input from its citizens. Further, any successful plan must be supportive of the culture, community, and local way of life. It is with this understanding that the Town has sought to create a plan that is sound and balanced between the desires and needs of its citizens.

The public involvement process is characterized by communication with stakeholders that is meaningful and inclusive throughout the life of the planning process. This Public Involvement Summary details (Appendix C).

Town Survey

The Town completed a survey of community issues in the fall of 2022 to gather public input on a range of issues. The responses are included in Appendix D.

Steering Committee Meetings

A Steering Committee was organized by the Town to help facilitate information and input for the Master Plan update. The Steering Committee met and discussed elements of the new Master Plan and provided feedback and suggestions for additions and clarification.

Community Open House

Background

Town of Alpine History

Summary of Alpine's history:

Before European settlement, the area around Alpine was home to various Native American tribes, including the Shoshone and Crow people. They lived off the land, hunting, fishing, and engaging in trade. Fur Traders and Explorers: In the early 1800s, fur traders and explorers, such as John Colter and Jim Bridger, ventured into the region in search of beavers and other valuable pelts. Their explorations opened the area to further settlement.

In the late 1800s, as the United States expanded westward, homesteaders began to arrive in the region. The Homestead Act of 1862 encouraged people to claim land and develop it for agricultural purposes. Ranching became a prominent industry in the area due to the abundance of open land and grazing opportunities.

The late 1800s also saw the expansion of railroads in the West, which further facilitated trade and transportation. Although the town of Alpine itself was not a major railroad hub, nearby towns were connected to the national railway network, contributing to the growth of the region.

Alpine Junction ?? 1989?

The town of Alpine was officially established in the early 1900s. Its location near the confluence of the Snake River and Greys River made it an essential hub for trade and commerce in the region. Over the years, Alpine's economy has primarily revolved around ranching, timber, and recreational tourism. The town's picturesque location amidst the stunning Wyoming landscape attracted visitors interested in outdoor activities such as fishing, hiking, and hunting.

Alpine has evolved from a small frontier settlement into a tight-knit community with modern amenities. The town's population has grown steadily over the years as people seek the tranquility and natural beauty of the area. Alpine's proximity to the Grand Teton National Park and the Bridger-Teton National Forest has made it a popular destination for outdoor enthusiasts and nature lovers. The Snake River and Greys River offer excellent opportunities for fishing and water sports.

Palisades Res.

Town of Alpine Setting

Alpine, Wyoming provides residents and visitors alike with a breathtaking backdrop of mountains, rivers, and forests, creating an ideal environment for outdoor adventure and appreciation of nature.

Alpine is in the western part of Wyoming, in Lincoln County. It lies near the border with Idaho and is approximately 35 miles south of Jackson Hole. One of the defining features of Alpine's physical setting is its proximity to the confluence of two major rivers: the Snake River and the Greys River. The Snake River is one of the longest rivers in the United States, and it flows through the Grand Teton National Park. The Greys River is a scenic tributary of the Snake River.

Alpine is surrounded by the rugged beauty of the Wyoming mountains. To the east are the Wyoming Range and the Bridger-Teton National Forest. These mountains offer a stunning backdrop to the town and provide numerous opportunities for outdoor recreation such as hiking, camping, and wildlife viewing. The Bridger-Teton National Forest, which encompasses a vast area around Alpine, is known for its diverse ecosystems, including forests, grasslands, and alpine tundra. This forest provides habitat for various wildlife species, making it a popular destination for nature enthusiasts.

Alpine experiences a highland continental climate, typical of the Rocky Mountain region. Winters are cold and snowy, while summers are generally mild and pleasant. The area is known for its beautiful fall foliage as the aspen trees change color. The physical setting of Alpine lends itself to a wide range of outdoor activities. Fishing is popular in both the Snake River and the Greys River, with opportunities to catch various trout species. Additionally, the nearby mountains and forests offer excellent opportunities for hiking, mountain biking, and camping. The natural beauty surrounding Alpine attracts tourists and outdoor enthusiasts throughout the year. The Grand Teton National Park, just a short drive away, is a world-renowned destination with its iconic mountain peaks and abundant wildlife.

VISION STATEMENT

Alpine is a family-friendly community, that values a high quality of life, inclusivity, economic vitality, outdoor recreation, tourism, and the preservation of the surrounding ecosystem. Alpine is committed to creating a vibrant city center connected to residential neighborhoods through a multi-modal trail and road system.

Vision Elements

- **Community Engagement:** Foster a strong sense of community and inclusivity by encouraging residents to actively participate in local decision-making processes. Engage in regular town hall meetings, surveys, and forums to gather feedback and ideas from the community.
- **Outdoor Recreation:** Continue to promote and enhance outdoor recreational opportunities that showcase the town's natural beauty. This could involve developing and maintaining hiking trails, biking paths, fishing spots, and camping areas.
- **Tourism Promotion:** Leverage the town's natural attractions and family-friendly environment to attract tourists. Create marketing campaigns that highlight Alpine as an ideal destination for outdoor enthusiasts and families looking for a peaceful and enriching vacation.
- **City Center Revitalization:** Invest in the revitalization of the city center to create a vibrant and pedestrian-friendly space. Develop parks, public squares, and gathering spots that encourage social interactions and community events. Support local businesses by providing incentives for them to set up shop in the city center.
- **Multi-Modal Transportation:** Prioritize the development of a multi-modal transportation system that includes pedestrian walkways, bike lanes, and public transportation options. This will reduce dependence on cars, promote physical activity, and improve air quality.
- **Education and Arts:** Support educational institutions and cultural organizations that enrich the community's intellectual and artistic life. Offer scholarships, workshops, and events that encourage lifelong learning and creativity.
- **Affordable Housing:** Ensure the availability of affordable housing options to accommodate a diverse range of residents. Work with developers and housing organizations to create affordable housing projects while maintaining the town's aesthetic and environmental standards.
- **Emergency Preparedness:** Establish comprehensive emergency preparedness plans to safeguard residents and visitors during natural disasters or unforeseen emergencies. Collaborate with neighboring communities and authorities to

ensure a coordinated response.

- **Sustainable Development:** Alpine should focus on sustainable development practices that support economic growth while minimizing the impact on the environment. Encourage businesses and industries that align with the town's values, such as eco-tourism, outdoor recreation, and green technologies.

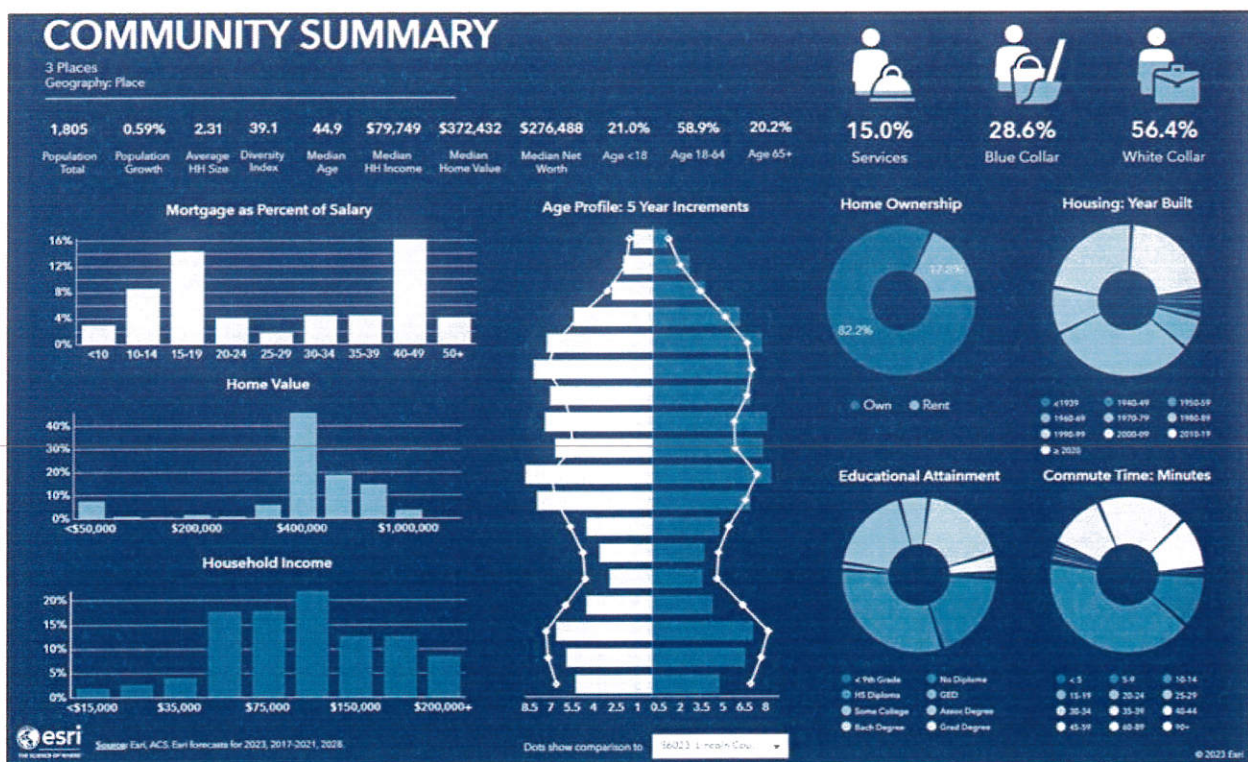
By implementing these elements, Alpine, Wyoming, can continue to grow as a family-friendly community that prioritizes the well-being of its residents, the preservation of its natural surroundings, and the development of a sustainable and vibrant city center.

CHAPTER ONE POPULATION

Single Spacing

The town of Alpine, Wyoming, is a small community with a relatively modest population. Please note that population figures can change over time due to factors such as migration, economic conditions, and development. For the most current population data, it's best to refer to official sources like the U.S. Census Bureau or local government websites.

As of 2020, the estimated population of Alpine, Wyoming, was 1220 residents. Being a small town, Alpine offers a close-knit community feel, and its population may experience some fluctuations over the years. The town's location in the scenic Wyoming mountains, near popular outdoor recreation areas and national parks, attracts visitors and seasonal residents, which can also influence population dynamics.



To support this Master Plan process, data from Wyoming Department of Labor was examined and is provided in Appendix A. The report includes population analysis based on the most current census data available (2022). Future growth projections were developed using new construction building permits (2012-2022) and past trends, to facilitate development of this Plan. This section summarizes the essential information for both current demographics and projections.

Town of Alpine is home to approximately 1,220 people (2020), an increase of 392 people since 2010. At the current population growth rate, the estimated population will

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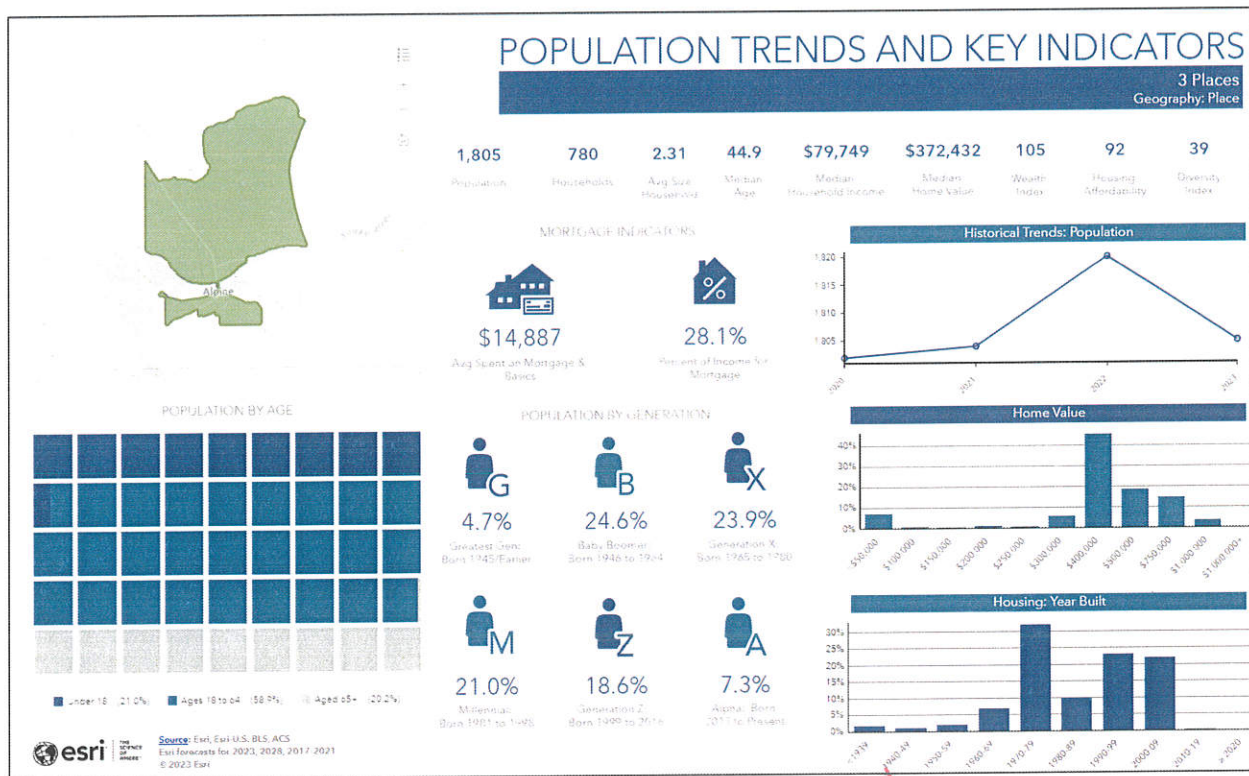
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be approximately 2,115 people by 2040.

While the vision, goal, objectives, and strategies were developed with a 20-year planning horizon, population projections are difficult to estimate for the same period with the intentions of reviewing Town demographics and making necessary revisions as needed at 5-to-10-year intervals. Given the dynamic development climate in southwest Wyoming, annual reviews of permit activity are also recommended.

TABLE _ RESIDENT POPULATION TRENDS-SELECTED LIONCON COUNTY COMMUNITIES 2010-2020				
Place	2010 Population	2020 Population	2010-2020 Change (Persons)	2010-2020 Change (Percent)
Afton	1911	2172	261	13.66%
Alpine	828	1220	392	47.34%
Cokeville	535	502	-33	-6.17%
Diamondville	737	520	-217	-29.44%
Kemmerer	2656	2415	-241	-9.07%
La Barge	551	394	-157	-28.49%
Opal	96	64	-32	-33.33%
Thayne	366	380	14	3.83%
Unincorporated Area	10426	11914	1488	14.27%
Lincoln County	18106	19581	1475	8.15%
Source: U.S. Census Bureau, 2020; U.S. Census Bureau, 2020				



Hard to Read

CHAPTER TWO LAND USE

Land Use is directed by two main planning tools, Master Plan Land Use Designations, and zoning regulations. The Master Plan objective is to provide guidance on high level land use and policy decisions that direct specific actions implemented by zoning district and other community regulations. Zoning districts establish specific requirements while Land Use designations establish general land uses.

Key Concerns

- Ensure that residential development is maximized on the limited land area for housing year-round residents.
- Encourage cooperative relationship between forest and recreation land uses.
- Support local cities to provide and serve diverse housing and employment opportunities. *Towns*
- Collaborate with local *cities* and unincorporated towns to support appropriate land use decisions.

The Town's Future Land Use Map provides a series of designations or types, based on the current and intended future use of land. The FLUM is the foundation for development regulations, such as zoning, as well as further planning efforts. The following provides a brief description of the land use designations depicted on the FLUM:

Special Lands: Alpine is located adjacent to the Caribou-Targhee National Forest to the north and west and the Bridger-Teton National Forest to the east. These public lands are a significant asset for tourism, recreation, and employment. These areas permit a wide range of recreation, natural resource pursuits, and other compatible uses.

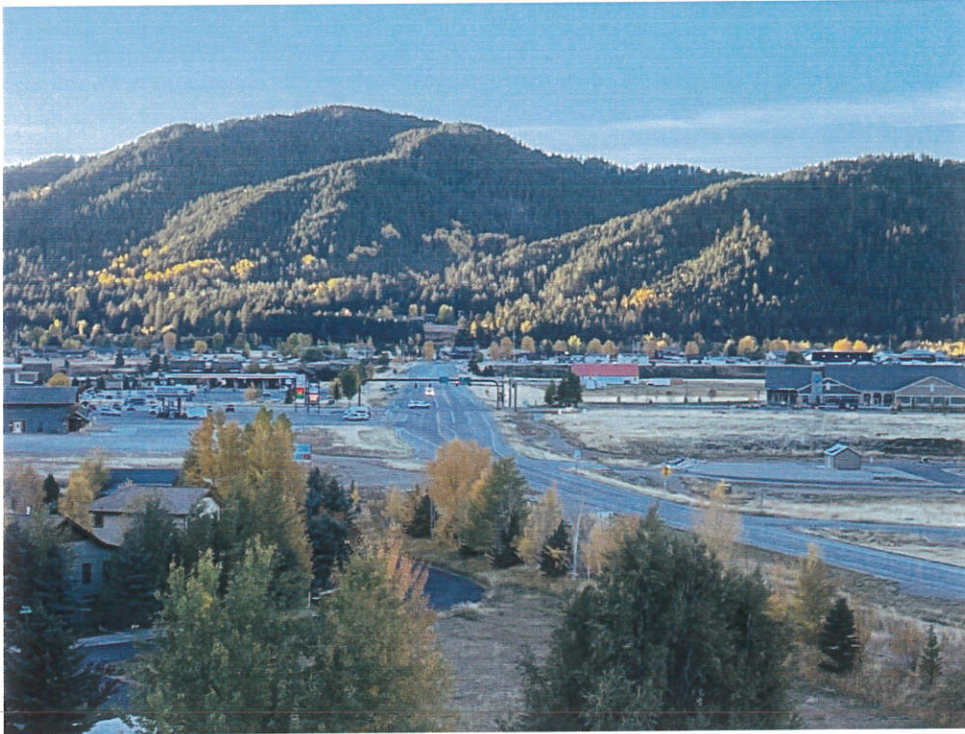
Low Density Residential: The Low Density Residential designation provides for a lifestyle with planned single family residential communities, which include open space, recreation, and cultural opportunities, including schools, churches and neighborhood facilities located in established areas or master planned communities. The residential density is a maximum of 4 units per acre. *Verify*

Medium Density Residential: The Medium Density Residential designation is similar to Low Density Residential but allows for a maximum of 8 units per acre. *same*

Neighborhood Commercial: The Neighborhood Commercial category designation provides for commercial nodes on individual parcels and small scale commercial uses

near residential areas. The buildings and uses should be sensitive and creative building design, orientation of buildings, access, lighting, signs, parking, and landscaping can be made compatible with adjacent residential neighborhoods.

Commercial: Applies to areas where commercial uses are strategically located with visibility, transportation access and public infrastructure. The key locations maximize potential for viable retail, commercial and office uses.



Alpine Junction, from Highway 26

Town Center: The Town Center designation denotes an area suitable for a mixture of commercial, employment, and supporting residential uses in appropriate locations. Horizontal mixed uses would be required for master planned projects, and vertical mixed uses would be encouraged. Residential uses in the Town Center category should be vertically and/or horizontally integrated, and complementary to nonresidential uses. Town Center projects should be designed to provide maximum compatibility with surrounding land uses. Increased aesthetic and architectural design requirements and focus on streetscape creation are paramount to the development of a Town Center area.

Mixed Use: The intent of this use designation is to provide for planned developments and a mix of residential and non-residential land uses. Potential development locations would capitalize on good transportation, the physical amenities of the area, and recreational opportunities. The Mixed Use designation allows for flexibility in land uses

in order to encourage property assemblage and coordinated infrastructure and access.

Industrial: Includes light and heavy industrial uses as defined in the zoning code, to address a variety of manufacturing, processing, and storage uses, including existing industrial operations. This designation is intended to avoid conflict with residential uses. Preservation of industrial land for intense uses is a priority for long-term community viability for employment and a sustainable tax base.

Natural Resources and Recreation: This designation comprises the vast majority of the land around Alpine. Lands in this use category are managed primarily to maintain the resources, recreation, ranching, grazing, and open space uses and value of the lands. Residential uses that are incidental to and don't interfere with the primary use may be allowed.

Public Facility: This designation identifies areas for public facilities such as schools, churches, golf courses, cemeteries, parks, County, municipal and utility facilities intended for essential community services and facilities.

Agricultural: This designation identifies areas of existing agricultural land uses. The purpose of this land use designation is to support viable agricultural operations in Alpine and the surrounding area.

4-2 Future Land Use Map

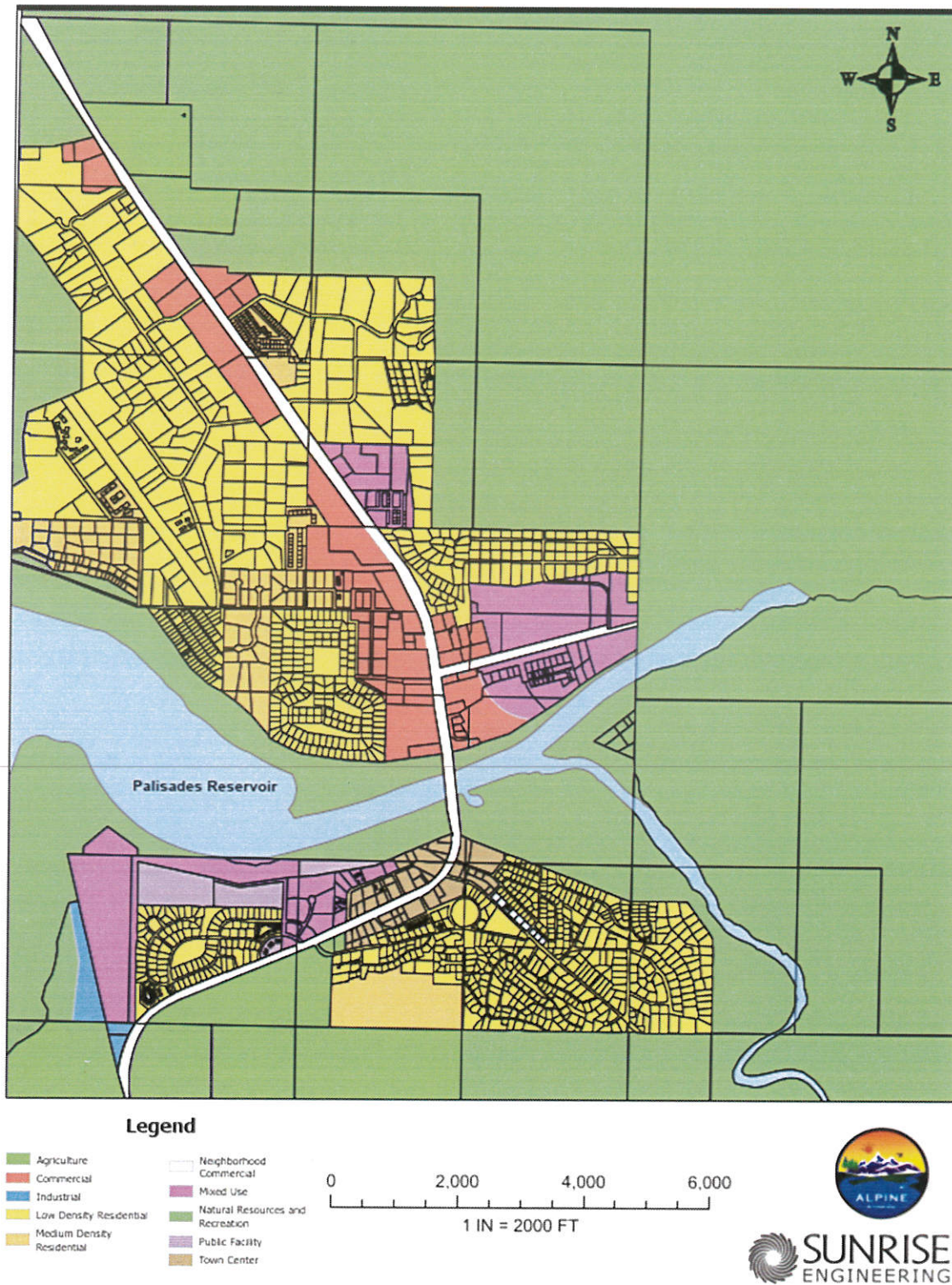


Figure 4 Future Land Use Map (FLUM)

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Goals, Objectives, and Implementation Strategies

LAND USE GOAL: *Balance new growth and development with maintaining Alpine's small town atmosphere and culture.*

Objective 1: Enhance the Town's culture through clear residential and commercial development standards.

Strategy 1.1: Implement the Future Land Use Map (FLUM) by amending the zoning ordinance and map where needed.

Strategy 1.2: Encourage higher residential density development closer to the town core and employment opportunities.

Strategy 1.3: Update the Zoning Code to ensure a hierarchy of residential lot sizes and increased densities.

Objective 2: Encourage industrial and commercial uses in strategic locations to maximize transportation and infrastructure investments.

Strategy 2.1: Collaborate with economic development efforts to identify and support industrial parks and quality retail locations.

Strategy 2.2: Develop standards for design, property access and incentives for transit stops and shelters within developments.

??



Gravel Pit west of Alpine

Objective 3: Evaluate Town regulations and policies to ensure fair and equitable provisions to minimize conflicting land use impacts.

Strategy 3.1 Enforce all zoning ordinances particularly those related to property maintenance, health, and safety.

Strategy 3.2: Evaluate the Zoning Code for consistent provisions regarding recreational

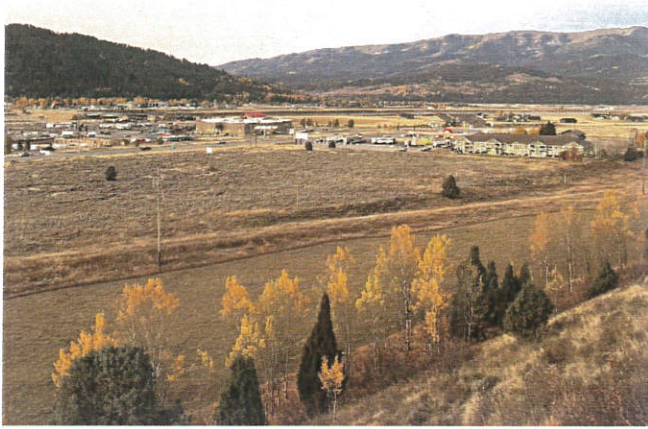
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vehicles and other alternative lodging types, including short term rentals.

Strategy 3.3: Update design and development standards to ensure quality structures and design that protect neighboring property values. Design standards should reduce impacts of retail and commercial uses on residential land uses.



Alpine Junction

Objective 4: Allow for increased density in housing with high quality design standards.

Strategy 4.1: Support rezoning developments that incorporate site and building design that mitigate density impacts.

Strategy 4.2: Developments should provide alternative transportation connections to commercial, employment and recreation amenities.

Objective 5: Develop a Mixed-use district north of Highway 89 along the Snake River that includes: residential, commercial, and pedestrian oriented amenities.

Should this be an objective?



CHAPTER 3 TRANSPORTATION

EXISTING CONDITIONS

The primary vehicular access serving Alpine is U.S. Highway 89 (Figure 6-1). This highway is part of the National Highway System and classified as a principal arterial. This two-lane highway extends from the southwest part of Alpine through the northern boundary of the community. U.S. Highway 89 provides access to various Star Valley communities in northern Lincoln County, as well as southeast Idaho. To the north, U.S. Highway 89 provides access to the Town of Jackson and Yellowstone National Park.

U.S. Highway 89 through Alpine is a paved, two-lane highway with a center, 2-way left turning lane, as well as right turning lanes on both sides of the highway. Consequently, there is convenient vehicular access to commercial establishments on the east and west side of the highway.

The road right-of-way through Alpine includes some shrubs, a supporting irrigation system, and decorative street lighting near the edge of the highway right-of-way. An informal service road is situated between existing landscaping and the edge of the right-of-way. However, incoming passenger vehicles do not use the service road.

Public and Commercial Transportation: The ~~Start~~ Bus System provides a commuter bus that connects Alpine to Jackson in the north and Etna to the south with multiple trips each day.

Airports: The closest commercial airport is Jackson Hole Airport. There are several small general aviation and municipal airports in Star Valley. The Alpine Airpark is a private airport as part of a residential fly-in community.

Key Transportation Concerns:

- Highway 89 is the principle arterial through Town that creates conflicts for alternative modes of travel and pedestrian safety. As the Highway goes through the center of Alpine the auto oriented traffic contributes to the success of many businesses. However, creating a local alternative to through traffic that has a pedestrian friendly design is important. Finding a balance between highway services for local use, business frontage, pedestrian downtown, regional transportation, and tourism, and addressing safety and capacity issues is an important element to long term success.
- Improve winter maintenance of roads
- Provide better non-motorized options for connecting communities
- Provide biking and walking paths around and between recreation areas

In 2019 the Town completed a Transportation Alternatives Plan with a federal grant for

*Bike and walking
Paths needed to
connect communities
Parts of Alpine and
different communities*

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expanding transportation choices. It analyzed alternative transportation opportunities and issues. It developed an Action Plan for implementation of the highest priority projects.

Goal, Objectives, and Implementation Strategies

TRANSPORTATION GOAL: *Ensure that the transportation system supports mobility of a diverse group of users and enhances the Town's health, safety, and welfare.*

Objective 1: Ensure roadway systems meet current and future needs.

Strategy 1.1: Design roadways to meet the safety and access needs of current and future traffic conditions.

Strategy 1.2: Collaborate with applicable agencies to improve maintenance of roadways, particularly during winter months.

Strategy 1.3: Actively seek various types of transportation grant funding and other available sources to support roadway improvements.

Strategy 1.4 Develop a transportation master plan coordination with WYDOT regarding any improvements to Highway.

Strategy 1.5 Establish a new collector road system north of Highway 89, south of the Snake River.

verify
RTA

Objective 2: Plan and construct transportation infrastructure that will increase accessibility.

Strategy 2.1: Incorporate non-motorized options for connections in the communities, including bicycle, snowmachine and pedestrian facilities, as part of roadway maintenance projects, development applications and capital projects whenever opportunities arise and are feasible.

Strategy 2.2: Collaborate with neighboring jurisdictions, as well as public and private entities, to increase opportunities for varying transit options (micro transit, commuter vans, carpool, and increased busing, etc.).

Strategy 2.3: Require developers to implement roadway improvements prior to or simultaneous with on-site building construction.

Strategy 2.4: Assess roadway construction policies to ensure that pedestrian amenities (sidewalks, paths, etc.) create connections between destinations and are ADA compliant.

Strategy 2.5 Review roadway development standards to account for various modes of transportation, with inclusion of easements for bus stops, development of the bus stop by the developer, sidewalks, lighting.

Objective 3: Develop a multi-use trail/pathway network in the town to accommodate year-round use.

Strategy 3.1: Incorporate trail design for pedestrians, bicycles, and snowmachine use in winter months.

Strategy 3.2: Seek grant opportunities to implement and/or construct the Action Plan projects as described in the Transportation Alternatives Plan 2019, Appendix E.

Strategy 3.3: Seek grants to provide pedestrian and bicycle accommodation along trails such as benches and bike racks.

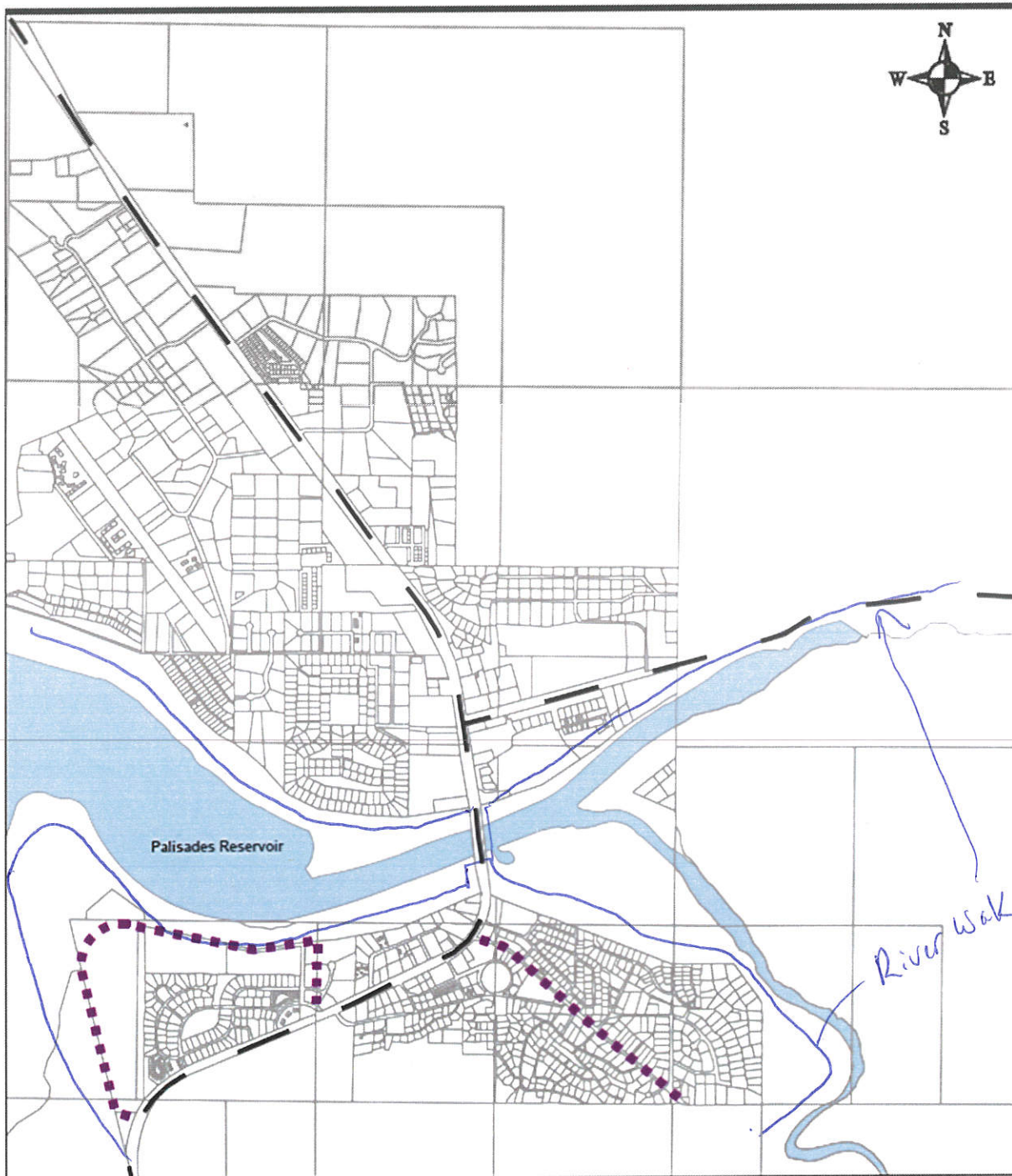
River Walk, Transportation Hub, Expand START, Extend sidewalk, Cross Walk

TRANSPORTATION ALTERNATIVES PLAN – Action Plan

Project Name	Project Detail	Time-frame	Status	Funding Source
Greys River Road Pathway	Install Pathway	1-2 Years	Not Yet Begun	TAP / Town
US Hwy 89 West Pathway	Extend Sidewalk or Pathway	2-4 Years	Not Yet Begun	TAP / Town
US Hwy 89 North Pathway	Extend Sidewalk or Pathway	2-4 Years	Not Yet Begun	TAP / Town
Old Alpine County Rd. #100	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town / County
US Hwy 26 North Pathway	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town / County
Trail Drive Pathway	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town
Designated Bus Stops	Install Shelters for School Bus Stops	1-2 Years	Not Yet Begun	TAP / Town / LCSD2
Bicycle Racks	Install Bike Racks	2-4 Years	Not Yet Begun	TAP / Town
Additional Pathways	Construct Additional Pathways	Ongoing	Not Yet Begun	TAP Program
Traffic Enforcement	Increase Patrol Presence	Ongoing	In Process	Town / County
Speed Feedback Signs	Install Speed Feedback Signs	2-4 Years	In Process	TAP / Town
Traffic Sign Upgrades	Install More Noticeable Signs	Ongoing	Not Yet Begun	TAP / Town

Table 10.3 Action Plan

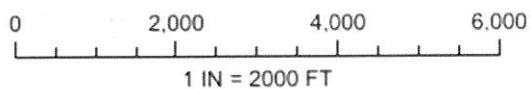
Transportation Map



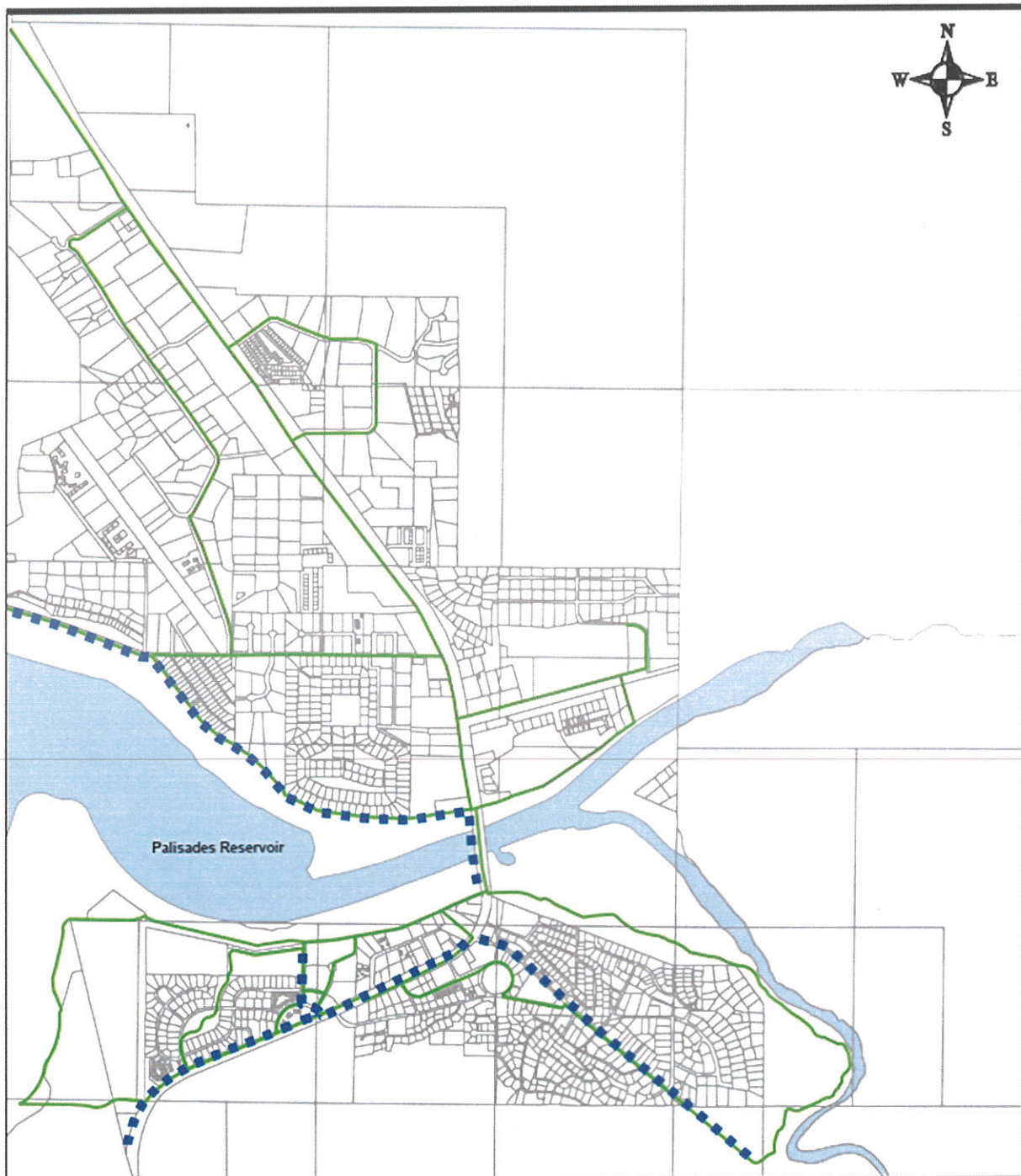
Legend

Transportation

- Aterial
- Collector



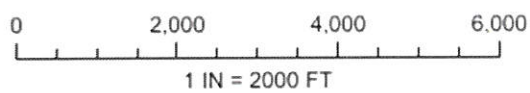
Trails Map



Legend

Type of Trail

- Pathway
- Non-Motorized



CHAPTER 4 HOUSING

Housing Existing Conditions:

Town of Alpine has been experiencing a housing shortage for over 15 years. There are approximately 435 Housing Units, with an occupancy rate close to 100%. The designation of these units is; 81% Single-Unit, 17% Multi-unit, and 2% Manufactured Home.

Despite this apparent high demand for housing, the supply is limited on the open market. The current housing market shows a very limited number of houses available for sale or rent within the Town. The typical house in the Town selling at approximately \$450,000 - \$750,000, with many units going for a much higher price. The clear solution to this problem would be to build more housing. However, developing housing creates additional community issues of compatibility with existing uses.

In the calendar year 2022, there were 59 new residential building applications submitted to the Building Department. A significant upward trend started in 2020 with 14 units, which increased to 22 in 2021 and more than doubled to 59 units in 2022. The seven year average is 16 units/year, but the last 3 years average is 31 units.

Key Concerns

- Ensure that residential development is provided a location that is protected from other more intense uses.
- How to increase housing density while protecting property rights and town character.
- Encouraging diverse housing and employment opportunities.

Goals, Objectives, and Implementation Strategies

HOUSING GOAL: *Balance the need for adequate housing for Town of Alpine residents with the need to preserve community character by strategic location and design of medium density housing units.*

Objective 1: Support opportunities to create adequate and diverse housing products for the range of needs and income levels represented in the Town

Strategy 1.1 Coordinate housing programs and policies with the cities and towns in

Town of Alpine, to ensure adequate rental and owner-occupied, single, and multifamily options.

Strategy 1.2: Revise Zoning Code to reflect the Future Land Use map and support plan objectives related to residential development.

Strategy 1.3: Evaluate the Zoning Code for opportunities to streamline review process and increase design standards as density is increased.

CHAPTER FIVE ECONOMIC DEVELOPMENT

5.1 GENERAL

Economic prosperity and sustainability are the key to success for development and growth. The monitoring of key trends will offer insights into how the town may approach strategic planning to achieve a stable and viable tax base to support municipal goals.

POPULATION - 782 *1220*
AVERAGE AGE - 39.6
MEDIAN INCOME - \$74,091
HIGH SCHOOL - 82.7%
BACHELOR'S DEGREE - 24.3%
LABOR FORCE PARTICIPATION - 86.6%
AVG. COMMUTE TIME - 41.9 minutes

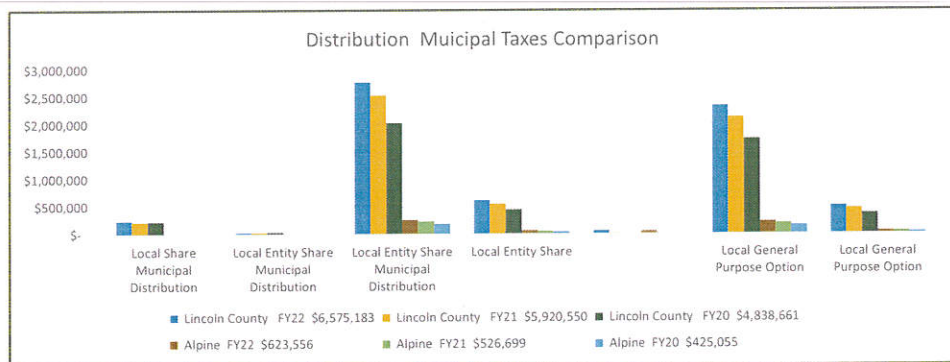
5.2 Taxable Sales

The State of Wyoming has a 4 percent levied sales tax applied to most purchases, excepting some services, groceries, and prescription drugs. The state utilizes a majority of this revenue for its operations and provides a share to the local municipalities to provide for infrastructure, maintenance, and local government services at the local level. A comparison of the sales tax for the town indicates an increase over the last several years. The County and Town revenues are consistent with healthy growth and offer a good base upon which to continue to develop policies which enhance and create more favorable business environment.

TABLE 5.2.1- Comparison of Revenue Distribution to Alpine Wyoming

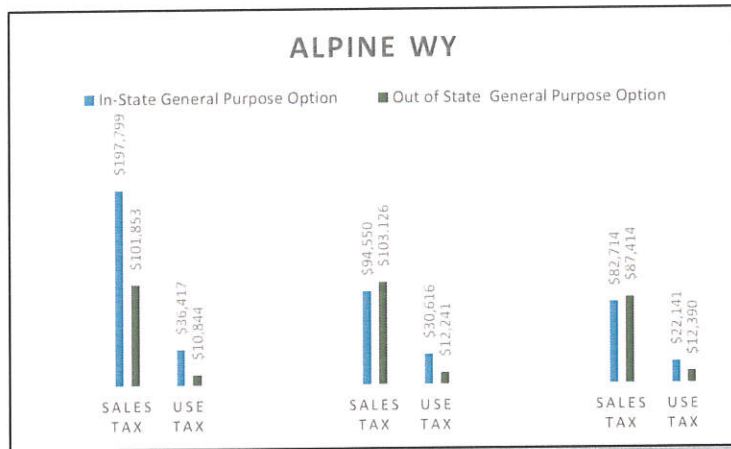
Taxable sales are a significant portion of the total portion of revenue collected and redistributed to the Town. The analysis provided indicates the collection of overall sales taxes are mostly in-state purchases and offer the town the ability to adjust its focus on supporting a retail district which can enhance the capture of the tourism share of sales tax to be used locally to continue to support the town's growth while supporting local service delivery.

The towns' per capita income data indicates for the area and supports the current tax structure and will allow for continued development of the retail and tourism sectors to grow while providing support for the town's goals for



increasing economic development.

TABLE 5.2.2 Taxable Sales Comparison

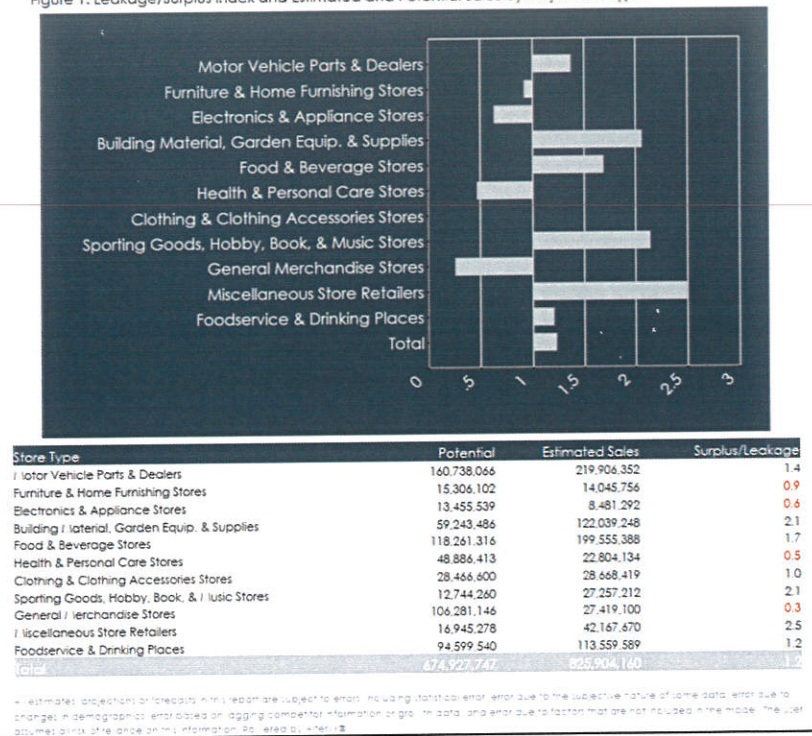


The table provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Alpine to other communities. When leakage is occurring, it indicates the town is not collecting the average sales expected based on a per capita basis relative to the state average.

Positive numbers indicate that Alpine is attracting more than the State average relative to that category, suggesting shoppers from outside the town are attracted to the area for certain types of purchases or that there is a high concentration of this type of spending. This provides the town with an opportunity to determine which areas to focus efforts while planning efforts to capture revenue from potential lost taxable sales.

TABLE 5.2.3 Leakage Report Net Sales Alpine, Wyoming

Figure 1. Leakage/Surplus Index and Estimated and Potential Sales by Major Store Types



5.3 Employment

The largest employment sector is construction (25.4%) with other industries

filling in the rest of the town's employment needs. This supports the local economy while tourism and outside spending bring revenue to support community needs. The town has a higher than average median income supporting current economic trends.

Policies that support local business development and retention helps to retain taxable sales and employment in the community and has a multiplier effect influencing income growth and allowing residents to develop livelihoods supporting town goals which benefit the community and further opportunities for maintaining town identity and growth.

5.4 Tourism and Retail Development

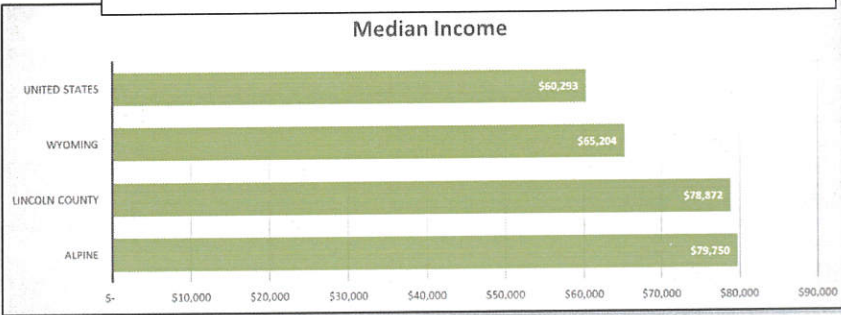
The Town of Alpine benefits from its proximity to Jackson due to its location on US89 as a major tourist thoroughfare to Teton and Yellowstone National Parks. Alpine is also multi-seasonal recreation destination attracting significant tourism to the city and supporting local businesses and industries. The City of Alpine as a rural community has seen growth due to the trend of 'Great Escapes' communities with a focus on tourism, with low-paying service jobs, higher GDP, household incomes, which outpace their rural peers¹. Since 2010 communities defined as "Great Escapes" have seen more success compared with other rural counties, due to the amenities and tourism that are nearby. Other trends supporting this was the growth due to the COVID-19 pandemic as individuals and families moved to rural areas due to the effects and reaction the pandemic.

When visitors come to a city, they patronize local businesses, meet residents, and explore the area. By enhancing these experiences, visitors may be encouraged to invest in the city, whether it's by buying a home, pursuing local employment, starting a business, or simply visiting again in the future.

TABLE 5.3.1 Employment Sectors



TABLE 5.3.2 Median Income



The more positive experiences people have in Alpine, the more likely they are to make the city a part of their future planning.

5.2.1 Amenities

The Town has a number of strengths which support tourism and the ability to capitalize on a multi-season outdoor recreation and tourism, "Always Welcome in Alpine" helps to create a hometown feel and produce a welcome atmosphere for visitors. The proximity to the state, local and National Parks is a strength as the town develops its brand and attracts more visitors to the area. The outdoors and hunting industry are multimillion dollar industries for the State of Wyoming and the town's proximity to state parks, rivers, lakes, and abundant large game animals offers an opportunity to develop as a locale supporting guided hunting and fishing with the associated hospitality and supportive businesses. The roadway (US 89) from Afton to Hoback Junction traffic volumes averages are between 1,000 to 2,500 vehicles per day (vpd)¹. Visitors to the area have various recreational opportunities within Bridger National Forest, Palisades Reservoir, and along the Snake River with its nearly year-round visitor traffic.

\$2.9 Billion was spent in Visitor Spending in 2021
#1 in outdoor recreation per capita
#2 Industry in Wyoming is Tourism
41% Increase in State Parks Visitation
Anglers spend \$612 million annually in-state

Zoning, which supports the furtherance of the town's commercial areas and supports the town's current retail, hospitality and tourism industry needs to be carefully considered to develop and maintain the small town feel that the community expects. Focusing on small scale and local services will meet the requests of citizens and provide local growth.

7.9 million visitors to Yellowstone and Grand Teton National Parks in 2021

Placemaking and wayfinding need to be included in the future planning efforts to encourage the development of distinct areas in the city which attract business and support current business enterprises. The creation of areas which are interconnected with trails enhances the unique natural history of the area. Establishing standards for development assists with the development objectives of creating a unique and vibrant area where commercial and mixed uses can be developed. Wayfinding needs to be included in the planning process to help to direct individuals to areas of interest and the business district in town. This supports local businesses while creating a welcoming feeling for visitors. The usage of signage at the entrance to town engages and creates a sense of place while also directing visitors to services and amenities helping to capture taxable sales and build the towns commercial and other

¹ Wyoming Dept. of Transportation, Corridor Characteristics, Corridor 2, 2021

amenities for visitors as waypoints during their travels through the area.

Alpine's scenic location and proximity to Jackson/Teton County market creates a demand,

while making the area an attractive place for individuals who live and work in the service industry locally and in Teton County. The town's core small businesses are the foundation of the town's tax base. Concentrating commercial development in the designated areas will help maintain Alpine's small town identity while offering areas with mixed use vibrancy.

The creation of a business expansion and retention (BRE) program supporting existing and new businesses strengthens the goal of increasing business success and job retention while increasing taxable revenue for the town.

While the town's population will continue to grow over the next decade with in-migration and potential annexations. Shifts in growth will help to drive policies which guide the development of retail and services for the community. Planning for future retail should involve maintaining the existing core commercial area that serves both the local community while seeking to expand jobs and capturing revenue from visitation to the area. Commercial growth will develop around existing neighborhood scale retail, which provides personal services, food services, gas and lodging and general retail purchases for the area.

GOALS AND OBJECTIVES

GOAL 1: *Develop favorable zoning policies which assist the expansion of commercial and retail development and strengthen existing commercial areas.*

Objective 1.1: Develop and create areas in the town to allow commercial activities which can generate an increase in local and tourist spending.

Objective 1.2: Focus on placemaking and development which enhances the character and nature of the township encouraging connectivity.

GOAL 2: *Utilize the available economic development tools and incentives to support economic development goals.*

Objective 2.1: Establish a business retention and expansion program to assist local businesses with workforce development and growing to meet local needs.

Objective 2.2: Utilize Wyoming Business Resource Council (BRC) funding to support town infrastructure development and local job growth.

Objective 2.3: Identify opportunities for expansion of hospitality, hotel, motel, overnight rental, to encourage increased tourism.

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GOAL 3: Identify resources to assist with Placemaking

Objective 3.1: Utilize Wyoming Business Resource Council Main Street program tools to enhance main commercial zone

Chapter 6 Recreation

Alpine is located among numerous recreational opportunities that drive the town culture, lifestyle, and tourism industry. While the limited privately owned lands make some community issues much more challenging the recreational opportunities are a key element of Alpine's culture, and they provide a significant asset for the Town.

RECREATION GOAL: *Support the development of new public parks and trails, facilities, amenities, and activities, as well as the enhancement of existing recreational areas and activities.*

Objective 1: Promote a sustainable Town-wide parks and recreation, open space, and trails system.

Strategy 1.1: Develop a Town-wide Parks and Trails plan to address current and future needs, and identify strategies related to parks and recreation, natural and cultural resources, open space, and trails.

Strategy 1.2: Explore formation of a Recreation District to fund and implement parks and open spaces and provide ongoing recreation management. *We have Recreation Board*

Strategy 1.3: Provide incentives to encourage landowners and/or developers to dedicate public easements or right-of-way, expand existing parks and open space opportunities and create new connections for trails and pathways.

1 Strategy 1.4: Support new programs for Town youth, such as agricultural education, in collaboration with other community groups and local schools.

Strategy 1.5: Actively seek various types of grant funding and other available sources to support recreation and conservation programs

Objective 2: Ensure public land access and opportunities to recreate year-round. *BOR*

Strategy 2.1: Collaborate with Federal and State agencies (IDFG, BLM, US Fish & Wildlife Service) and Tribes to coordinate public recreational use activities, as well as opportunities for enhanced habitat and wildlife preservation.

Strategy 2.2: As part of Town-wide parks and open space planning, identify recreational opportunities (trails, picnic areas etc.) and programs (winter sports activities, nature hikes etc.) that enhance use of public lands.

Strategy 2.3: Collaborate with recreational users to determine appropriate regulations for trail use (motorized v. non-motorized, size of ATVs etc.).

Objective 3: Utilize trails for habitat and wildlife preservation and as recreational areas.

Strategy 3.1: Collaborate with appropriate agencies to identify opportunities for enhanced habitat and wildlife preservation and recreational opportunities.

Strategy 3.2: As part of Town-wide parks and open space planning, assess potential to improve access to Town reservoirs, provide appropriate regulations regarding RV, camping and boat usage and address public concerns.



Snake River East of Alpine

Chapter 7 Natural Resources

The Town is rich with natural resources such as forests, water, wildlife, mining, ? and other natural resources.

There are ³ two major drainages in Town of Alpine. The Snake River flows westerly into the Palisades Reservoir in the central part of Alpine. The Grey's River flows north to merge with the Snake River on the west side of Town. + Salt River

The Caribou-Targhee and Bridger-Teton National Forests on either side of Alpine provide opportunities and constraints for the Town. Working with Federal and State agencies will be critical to Alpine's success.

Key Concerns

- Conservation of rivers, reservoir, forests and wildlife.
- Public access to natural resource areas.

Goals, Objectives, and Implementation Strategies

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NATURAL RESOURCES/HAZARDOUS/SPECIAL AREAS GOAL: *Conserve the Town's natural and cultural resources as a quality of life and economic development resource.*

Objective 1: Ensure citizens are informed and engaged about decisions related to natural and cultural resources.

Strategy 1.1: Ensure that new developments, with a potential to impact on the natural environment and resources of the Town, provide required public noticing prior to integration into the Town.

Strategy 1.2: Collaborate with soil conservation districts, Wyoming Department of Agriculture, U.S. Department of Agriculture (USDA) and Extension Services to educate the public regarding Best Management Practices for maintaining the quality of natural resources.

Strategy 1.3: Coordinate with Wyoming Fish and Game (IDFG) and other appropriate agencies and organizations to manage hunting and fishing activities, to protect wildlife migration corridors and habitat.

Objective 2: Maintain access to natural resources for multi-modal transportation options (pedestrian, bicycle, and motorized vehicles).

Strategy 2.1: Develop local and regional trail networks that connect Town amenities to natural resource areas.

Chapter 8

Public Infrastructure

Goals, Objectives, and Implementation Strategies

PUBLIC SERVICES, FACILITIES, UTILITIES GOAL: *Provide efficient and reliable services and facilities, in collaboration with other public entities, to support Town residents and visitors.*

Objective 1: Support public services to meet the needs of a growing population and provide and maintain municipal facilities that adequately serve the needs of Alpine residents and business.

Strategy 1.1: Locate municipal facilities strategically to serve all existing and anticipated neighborhoods and development areas.

Strategy 1.2: Evaluate the needs of municipal facilities approximately every two years.

Strategy 1.3: Evaluate impact of population growth on landfill, potential recycling programs and other appropriate measures to address Town and environmental considerations.

Strategy 1.4: Maintain serviceability of communication systems including broadband internet, telephone, and cable.

Strategy 1.5: Ensure electric power and gas transmission corridors are considered in land use planning decisions and minimize the adverse impacts of transmission corridors in the Town.

Strategy 1.6: Encourage best practices for accessibility in public buildings and Town facilities.

Strategy 1.7: Conduct an annual review of town priority list and annually update the capital improvement plan.

Objective 2: Coordinate with public utility and service districts, as well as emergency services (i.e., sheriff, fire/ambulance districts, police) for future growth to enhance access and safety.

Strategy 2.1: Evaluate public safety (police, fire/EMT) service to all areas of the Town and assess levels of service for areas experiencing population growth.

Strategy 2.2: Engage and invest in planning and maintenance of emergency preparedness and disaster response systems.

Strategy 2.3: Collaborate with cities and special districts to consider efficiencies in

consolidating services and jurisdictions.

Strategy 2.4: Facilitate public and private partnerships, to address safety concerns related to canals, wildfire, and other natural resource related issues

Strategy 2.5: Add zoning provision to require adequate emergency vehicle access to new developments.

Objective 3: Develop and maintain a progressive trash and recycling program that encourages sustainability and limits contribution to landfills. ??

Strategy 3.1: Expand recycling programs and re-evaluate trash collection and disposal programs periodically. *we don't have Recycling*

Strategy 3.2: Require commercial entities to establish recycling programs.

Strategy 3.3: Develop town purchasing policies to encourage the use of recycled materials.

Alpine has no stormwater infrastructure
Objective 4: Maintain and expand a stormwater management program that protects the health and safety of the public and can accommodate new growth.

Strategy 4.1: Identify and avoid development in flood-prone areas.

Strategy 4.2: Require adequate flood proofing of basement walls or pumping mechanisms. Developers and homeowners' associations should assume the costs of these systems.

Strategy 4.3: Identify needed improvements to the City's drainage system management through the Stormwater Management Plan.

Strategy 4.4: Maintain a cost-effective and environmentally friendly city-wide drainage system and encourage appropriate stormwater management solutions as the city grows.

Objective 5: Provide adequate and reliable utility services and distribution to all residents and businesses in a cost-effective manner.

Strategy 5.1: Ensure that new development includes adequate water, wastewater, storm drain and other utility services as a condition of approval.

Strategy 5.2: Maintain active collaboration with utility companies to provide consistent utility services throughout the city.

Strategy 5.3: Encourage utility companies to locate facilities and distribution outside of washes, drainage easements and open spaces and continue the undergrounding of all utility lines and conduits.

Strategy 5.4: Identify areas that will be attractive to businesses that need high-speed communications and internet and ensure the delivery of adequate services to these

areas.

Strategy 5.5: Complete water master plan with Wyoming Water Development Commission (WWDC) support.

Objective 6: Protect water quality, sources, groundwater, and surface water supplies.

Strategy 6.1: Consistently work with state and local water agencies to ensure that the providers are meeting all water quality standards.

Strategy 6.2: Take appropriate measures to ensure new developments accurately project water use needs when purchasing water rights and ensure that new growth pays its own way when extending water and wastewater systems through fees and the allocation of service delivery costs.

Strategy 6.3: Reduce surface water pollution by consistently monitoring stormwater runoff and adhering to stormwater management best practices.

Strategy 6.4: Develop an educational program for residents and businesses to promote best practices on water usage and preventing pollution.

Objective 7: Develop and maintain strategic partnerships with outside entities that will improve the provision of public services and meet the needs of Alpine.

Strategy 7.1: Maintain working cooperation with adjacent communities and entities that provide public services lacking in Alpine including public safety, libraries, senior services, childcare and recreation centers.

Strategy 7.2: Hold an annual Alpine services summit with all service entities to review and report on activities and upcoming plans.

Objective 8: Preserve a school site in Alpine to serve future educational needs of the Town.

Strategy 8.1: Maintain a partnership with the ^{Lincoln county} Alpine School District to optimize school services and facilities offered in Alpine. *We have no school. This is a huge*

Strategy 8.2: Preserve the future school site to meet future educational needs in Alpine. *Priority*

Objective 9: Support the needs of Town's youth through collaboration with school districts.

Strategy 9.1: Coordinate with the school districts on population projections and potential land expansion needs, and the potential for school district consolidation.

Strategy 9.2: Analyze the needs of districts' students for safe routes to school, in coordination with Town cities and school districts, to examine and support opportunities

for expansion of bicycle and pedestrian paths that support students school access
Strategy 9.3: Encourage best practices for accessibility in public schools.

Appendix A – Population Data

Appendix B - Town Survey 2022

Appendix C – Public Comments Summary

Appendix D – 2022 Town Survey

Appendix E - Transportation Alternatives Plan 2019



Alpine Wyoming

2023 MASTER PLAN

TOWN OF ALPINE

DRAFT - September 2023



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Alpine, Highway 26

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Acknowledgments

Town Council

Eric Green, Mayor
Andrea Burchard, Councilman
Emily Castillo, Councilman
Frank Dickerson, Councilman
Jeremy Larsen, Councilman

Town Planning & Zoning Commission

Rex Doornbos, Chairman
Floyd Jenkins, Vice Chairman
Melissa Wilson

Steering Committee

Eric Green
David Jenkins
Christine Wagner
Hayley Ruland

Town of Alpine Planning Staff

Christine Wagner, Planning & Zoning Administrator

Town of Alpine

2023 Master Plan

Introduction

A Master Plan is a guide for the future of the Town. While the focus of a Master Plan is to guide planning and zoning decisions, the scope of the Plan is much broader, encompassing many issues that impact Town residents including public services, natural resources, recreation, and transportation, among others. A Plan is prepared with the involvement of Town residents, community groups and other public agencies, and must reflect their issues and concerns. Topics that extend beyond the planning and zoning functions are also included in the Master Plan as they address areas of concern to the Town government and for the benefit of residents and visitors alike.

Wyoming cities are allowed to prepare and maintain a current Master Plan in accordance with Wyoming Code Section 15-1-503. The Plan considers previous and existing conditions, trends, to develop goals and objectives, or desirable future situations within planning components (such as land use, population, hazardous areas etc.). The adopted Plan will provide a sense of direction, a broad overview of where the Town is and where it is going.

The Town of Alpine began discussions of the future uses and desires of the community in the fall of 2022 with a community survey. The Town Council began the planning process in January 2023, initiating a consultant contract to update the formal planning process to create the Town of Alpine Master Plan to serve as a five to ten year guiding document. The planning process objectives were to:

- Provide an update to the 2006 Town of Alpine Master Plan, consistent with Wyoming Code.
- Create Goals and Objectives to provide guidance for future land use and infrastructure decisions.
- Provide the public with complete, accurate and timely information regarding the process.
- Offer consistent and accessible opportunities for public participation and community conversations.
- Develop strategies that will support implementation of the Plan.

PUBLIC INVOLVEMENT

A Master Plan is not complete without the input from its citizens. Further, any successful plan must be supportive of the culture, community, and local way of life. It is with this understanding that the Town has sought to create a plan that is sound and balanced between the desires and needs of its citizens.

The public involvement process is characterized by communication with stakeholders that is meaningful and inclusive throughout the life of the planning process. This Public Involvement Summary details (Appendix C).

Town Survey

The Town completed a survey of community issues in the fall of 2022 to gather public input on a range of issues. The responses are included in Appendix D.

Steering Committee Meetings

A Steering Committee was organized by the Town to help facilitate information and input for the Master Plan update. The Steering Committee met and discussed elements of the new Master Plan and provided feedback and suggestions for additions and clarification.

Community Open House

Background

Town of Alpine History

Summary of Alpine's history:

Before European settlement, the area around Alpine was home to various Native American tribes, including the Shoshone and Crow people. They lived off the land, hunting, fishing, and engaging in trade. Fur Traders and Explorers: In the early 1800s, fur traders and explorers, such as John Colter and Jim Bridger, ventured into the region in search of beavers and other valuable pelts. Their explorations opened the area to further settlement.

In the late 1800s, as the United States expanded westward, homesteaders began to arrive in the region. The Homestead Act of 1862 encouraged people to claim land and develop it for agricultural purposes. Ranching became a prominent industry in the area due to the abundance of open land and grazing opportunities.

The late 1800s also saw the expansion of railroads in the West, which further facilitated trade and transportation. Although the town of Alpine itself was not a major railroad hub, nearby towns were connected to the national railway network, contributing to the growth of the region.

Alpine Junction was initially homesteaded in 1907. Its location near the confluence of the Snake River and Greys River made it an essential hub for trade and commerce in the region. Over the years, Alpine's economy has primarily revolved around ranching, timber, and recreational tourism. The town's picturesque location amidst the stunning Wyoming landscape attracted visitors interested in outdoor activities such as fishing, hiking, and hunting.

Alpine has evolved from a small frontier settlement into a tight-knit community with modern amenities. The town's population has grown steadily over the years as people seek the tranquility and natural beauty of the area. Alpine's proximity to the Grand Teton National Park and the Bridger-Teton National Forest has made it a popular destination for outdoor enthusiasts and nature lovers. The Snake River and Greys River, Palisades Reservoir offer excellent opportunities for fishing and water sports.

Town of Alpine Setting

Alpine, Wyoming provides residents and visitors alike with a breathtaking backdrop of mountains, rivers, and forests, creating an ideal environment for outdoor adventure and appreciation of nature.

Alpine is in the western part of Wyoming, in Lincoln County. It lies near the border with Idaho and is approximately 35 miles south of Jackson Hole. One of the defining features of Alpine's physical setting is its proximity to the confluence of two major rivers: the Snake River and the Greys River. The Snake River is one of the longest rivers in the United States, and it flows through the Grand Teton National Park. The Greys River is a scenic tributary of the Snake River.

Alpine is surrounded by the rugged beauty of the Wyoming mountains. To the east are the Wyoming Range and the Bridger-Teton National Forest. These mountains offer a stunning backdrop to the town and provide numerous opportunities for outdoor recreation such as hiking, camping, and wildlife viewing. The Bridger-Teton National Forest, which encompasses a vast area around Alpine, is known for its diverse ecosystems, including forests, grasslands, and alpine tundra. This forest provides habitat for various wildlife species, making it a popular destination for nature enthusiasts.

Alpine experiences a highland continental climate, typical of the Rocky Mountain region. Winters are cold and snowy, while summers are generally mild and pleasant. The area is known for its beautiful fall foliage as the aspen trees change color. The physical setting of Alpine lends itself to a wide range of outdoor activities. Fishing is popular in both the Snake River and the Greys River, with opportunities to catch various trout species. Additionally, the nearby mountains and forests offer excellent opportunities for hiking, mountain biking, and camping. The natural beauty surrounding Alpine attracts tourists and outdoor enthusiasts throughout the year. The Grand Teton National Park, just a short drive away, is a world-renowned destination with its iconic mountain peaks and abundant wildlife.

VISION STATEMENT

Alpine is a family-friendly community, that values a high quality of life, inclusivity, economic vitality, outdoor recreation, tourism, and the preservation of the surrounding ecosystem. Alpine is committed to creating a vibrant city center connected to residential neighborhoods through a multi-modal trail and road system.

Vision Elements

- **Community Engagement:** Foster a strong sense of community and inclusivity by encouraging residents to actively participate in local decision-making processes. Engage in regular town hall meetings, surveys, and forums to gather feedback and ideas from the community.
- **Outdoor Recreation:** Continue to promote and enhance outdoor recreational opportunities that showcase the town's natural beauty. This could involve developing and maintaining hiking trails, biking paths, fishing spots, and camping areas.
- **Tourism Promotion:** Leverage the town's natural attractions and family-friendly environment to attract tourists. Create marketing campaigns that highlight Alpine as an ideal destination for outdoor enthusiasts and families looking for a peaceful and enriching vacation.
- **City Center Revitalization:** Invest in the revitalization of the city center to create a vibrant and pedestrian-friendly space. Develop parks, public squares, and gathering spots that encourage social interactions and community events. Support local businesses by providing incentives for them to set up shop in the city center.
- **Multi-Modal Transportation:** Prioritize the development of a multi-modal transportation system that includes pedestrian walkways, bike lanes, and public transportation options. This will reduce dependence on cars, promote physical activity, and improve air quality.
- **Education and Arts:** Support educational institutions and cultural organizations that enrich the community's intellectual and artistic life. Offer scholarships, workshops, and events that encourage lifelong learning and creativity.
- **Affordable Housing:** Ensure the availability of affordable housing options to accommodate a diverse range of residents. Work with developers and housing organizations to create affordable housing projects while maintaining the town's aesthetic and environmental standards.
- **Emergency Preparedness:** Establish comprehensive emergency preparedness plans to safeguard residents and visitors during natural disasters or unforeseen emergencies. Collaborate with neighboring communities and authorities to

ensure a coordinated response.

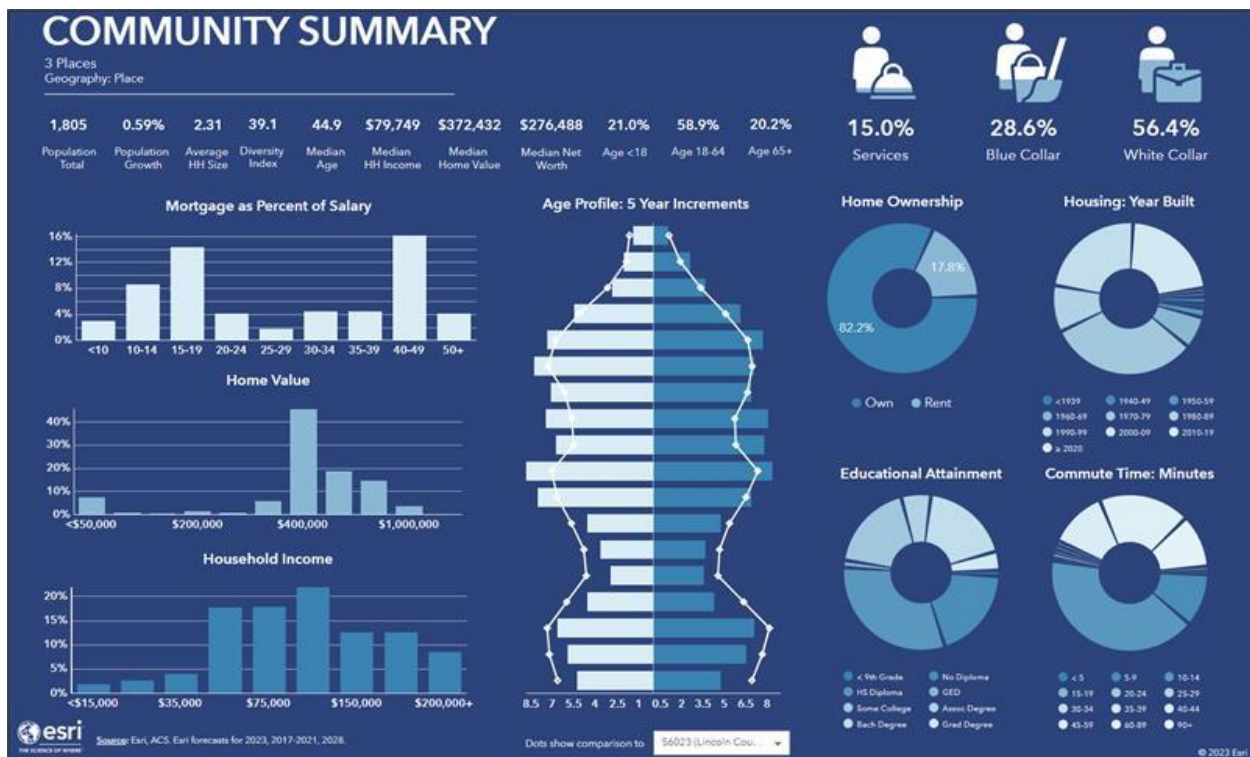
- **Sustainable Development:** Alpine should focus on sustainable development practices that support economic growth while minimizing the impact on the environment. Encourage businesses and industries that align with the town's values, such as eco-tourism, outdoor recreation, and green technologies.

By implementing these elements, Alpine, Wyoming, can continue to grow as a family-friendly community that prioritizes the well-being of its residents, the preservation of its natural surroundings, and the development of a sustainable and vibrant city center.

CHAPTER ONE POPULATION

The town of Alpine, Wyoming, is a small community with a relatively modest population. Please note that population figures can change over time due to factors such as migration, economic conditions, and development. For the most current population data, it's best to refer to official sources like the U.S. Census Bureau or local government websites.

As of 2020, the estimated population of Alpine, Wyoming, was 1220 residents. Being a small town, Alpine offers a close-knit community feel, and its population may experience some fluctuations over the years. The town's location in the scenic Wyoming mountains, near popular outdoor recreation areas and national parks, attracts visitors and seasonal residents, which can also influence population dynamics.



To support this Master Plan process, data from Wyoming Department of Labor was examined and is provided in Appendix A. The report includes population analysis based on the most current census data available (2022). Future growth projections were developed using new construction building permits (2012-2022) and past trends, to facilitate development of this Plan. This section summarizes the essential information for both current demographics and projections.

Town of Alpine is home to approximately 1,220 people (2020), an increase of 392

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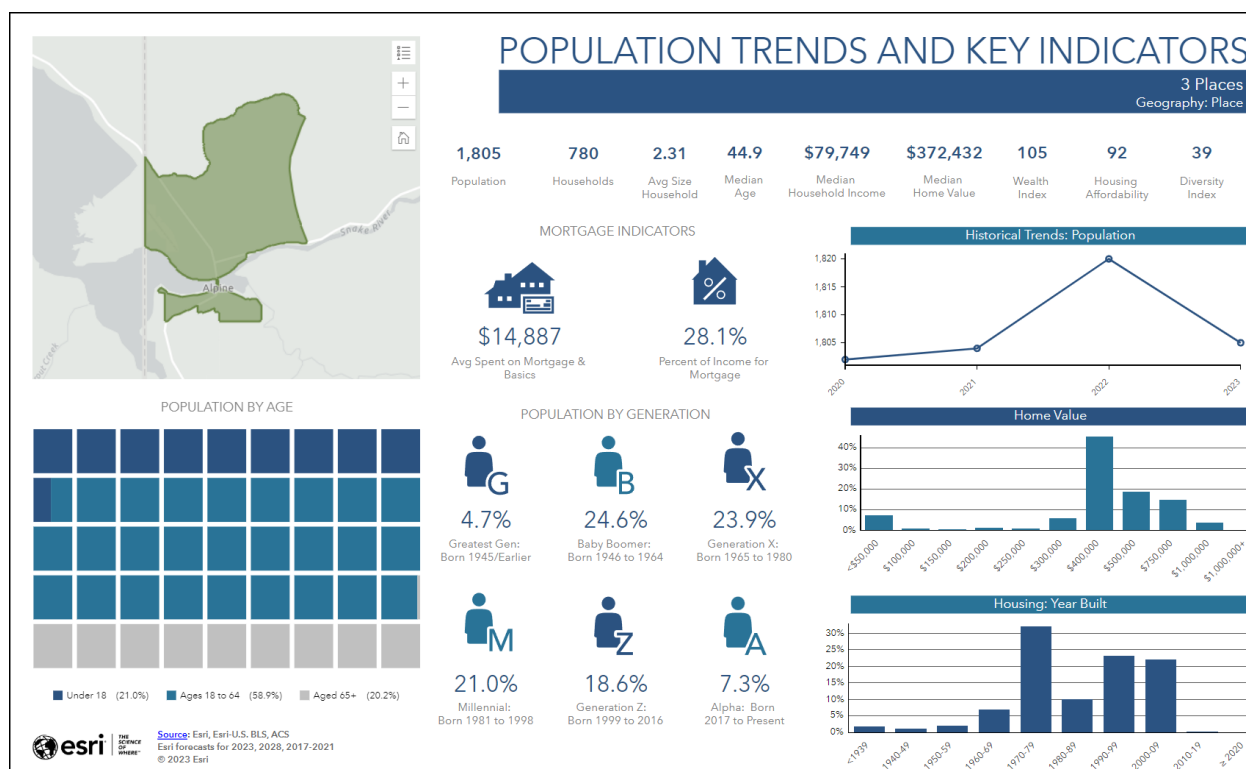
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people since 2010. At the current population growth rate, the estimated population will be approximately 2,115 people by 2040.

While the vision, goal, objectives, and strategies were developed with a 20-year planning horizon, population projections are difficult to estimate for the same period with the intentions of reviewing Town demographics and making necessary revisions as needed at 5-to-10-year intervals. Given the dynamic development climate in southwest Wyoming, annual reviews of permit activity are also recommended.

TABLE _ RESIDENT POPULATION TRENDS-SELECTED LIONCON COUNTY COMMUNITIES 2010-2020				
Place	2010 Population	2020 Population	2010-2020 Change (Persons)	2010-2020 Change (Percent)
Afton	1911	2172	261	13.66%
Alpine	828	1220	392	47.34%
Cokeville	535	502	-33	-6.17%
Diamondville	737	520	-217	-29.44%
Kemmerer	2656	2415	-241	-9.07%
La Barge	551	394	-157	-28.49%
Opal	96	64	-32	-33.33%
Thayne	366	380	14	3.83%
Unincorporated Area	10426	11914	1488	14.27%
Lincoln County	18106	19581	1475	8.15%
Source: U.S. Census Bureau, 2020; U.S. Census Bureau, 2020				



CHAPTER TWO

LAND USE

Land Use is directed by two main planning tools, Master Plan Land Use Designations, and zoning regulations. The Master Plan objective is to provide guidance on high level land use and policy decisions that direct specific actions implemented by zoning district and other community regulations. Zoning districts establish specific requirements while Land Use designations establish general land uses.

Key Concerns

- Ensure that residential development is maximized on the limited land area for housing year-round residents.
- Encourage cooperative relationship between forest and recreation land uses.
- Support local cities to provide and serve diverse housing and employment opportunities.
- Collaborate with local towns and unincorporated towns to support appropriate land use decisions.

The Town's Future Land Use Map provides a series of designations or types, based on the current and intended future use of land. The FLUM is the foundation for development regulations, such as zoning, as well as further planning efforts. The following provides a brief description of the land use designations depicted on the FLUM:

Special Lands: Alpine is located adjacent to the Caribou-Targhee National Forest to the North and West and the Bridger-Teton National Forest to the east. These public lands are a significant asset for tourism, recreation, and employment. These areas permit a wide range of recreation, natural resource pursuits, and other compatible uses.

Low Density Residential: The Low Density Residential designation provides for a lifestyle with planned single family residential communities, which include open space, recreation, and cultural opportunities, including schools, churches and neighborhood facilities located in established areas or master planned communities. The residential density is a maximum of 4 units per acre.

Medium Density Residential: The Medium Density Residential designation is similar to Low Density Residential but allows for a maximum of 8 units per acre.

Neighborhood Commercial: The Neighborhood Commercial category designation provides for commercial nodes on individual parcels and small scape commercial uses

near residential areas. The buildings and uses should be sensitive and creative building design, orientation of buildings, access, lighting, signs, parking, and landscaping can be made compatible with adjacent residential neighborhoods.

Commercial: Applies to areas where commercial uses are strategically located with visibility, transportation access and public infrastructure. The key locations maximize potential for viable retail, commercial and office uses.



Alpine Junction, from Highway 26

Town Center: The Town Center designation denotes an area suitable for a mixture of commercial, employment, and supporting residential uses in appropriate locations. Horizontal mixed uses would be required for master planned projects, and vertical mixed uses would be encouraged. Residential uses in the Town Center category should be vertically and/or horizontally integrated, and complementary to nonresidential uses. Town Center projects should be designed to provide maximum compatibility with surrounding land uses. Increased aesthetic and architectural design requirements and focus on streetscape creation are paramount to the development of a Town Center area.

Mixed Use: The intent of this use designation is to provide for planned developments and a mix of residential and non-residential land uses. Potential development locations would capitalize on good transportation, the physical amenities of the area, and recreational opportunities. The Mixed Use designation allows for flexibility in land uses

in order to encourage property assemblage and coordinated infrastructure and access.

Industrial: Includes light and heavy industrial uses as defined in the zoning code, to address a variety of manufacturing, processing, and storage uses, including existing industrial operations. This designation is intended to avoid conflict with residential uses. Preservation of industrial land for intense uses is a priority for long-term community viability for employment and a sustainable tax base.

Natural Resources and Recreation: This designation comprises the vast majority of the land around Alpine. Lands in this use category are managed primarily to maintain the resources, recreation, ranching, grazing, and open space uses and value of the lands. Residential uses that are incidental to and don't interfere with the primary use may be allowed.

Public Facility: This designation identifies areas for public facilities such as schools, churches, golf courses, cemeteries, parks, County, municipal and utility facilities intended for essential community services and facilities.

Agricultural: This designation identifies areas of existing agricultural land uses. The purpose of this land use designation is to support viable agricultural operations in Alpine and the surrounding area.

4-2 Future Land Use Map

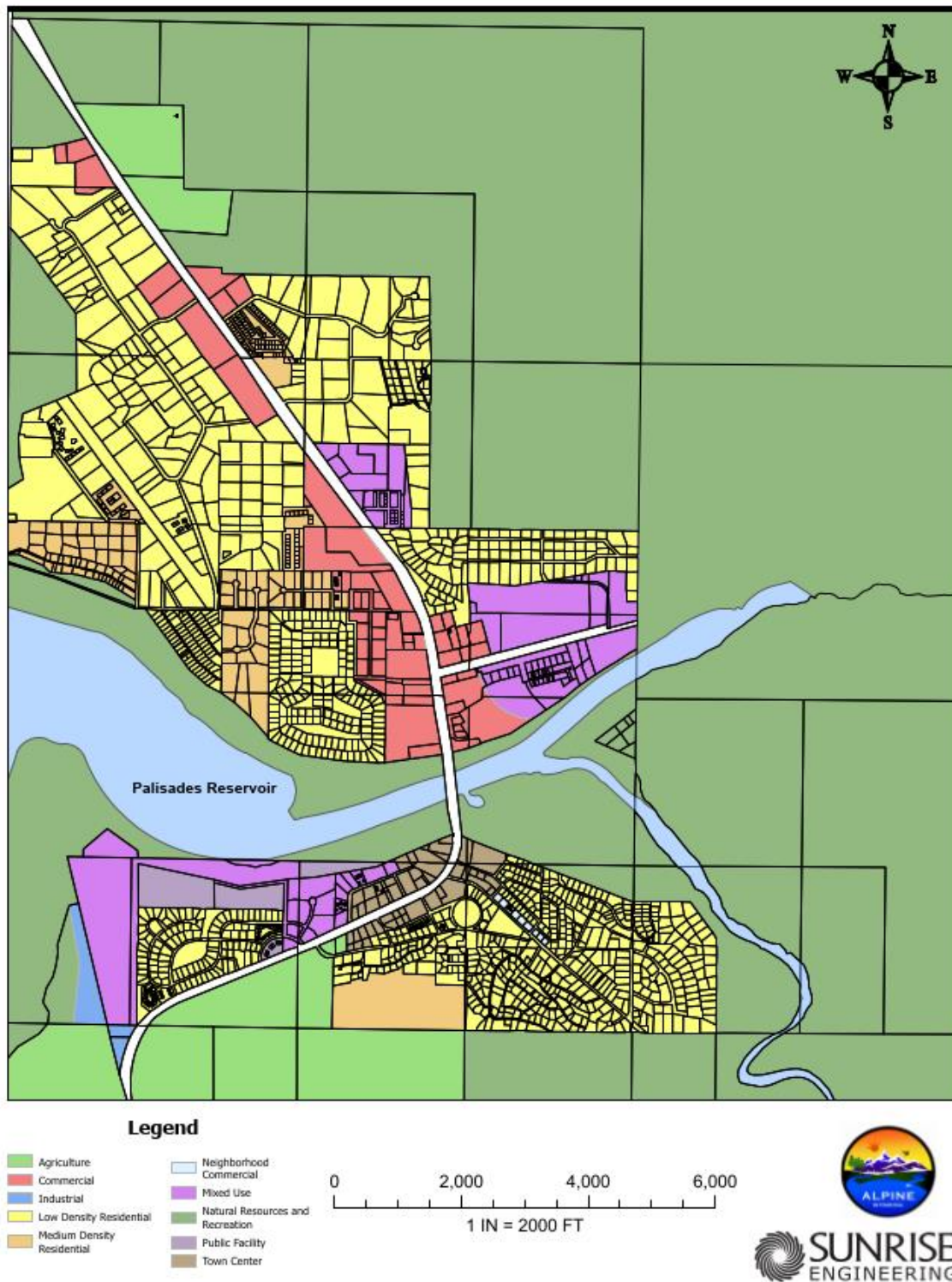


Figure 4 Future Land Use Map (FLUM)

Goals, Objectives, and Implementation Strategies

LAND USE GOAL: *Balance new growth and development with maintaining Alpine's small town atmosphere and culture.*

Objective 1: Enhance the Town's culture through clear residential and commercial development standards.

Strategy 1.1: Implement the Future Land Use Map (FLUM) by amending the zoning ordinance and map where needed.

Strategy 1.2: Encourage higher residential density development closer to the town core and employment opportunities.

Strategy 1.3: Update the Zoning Code to ensure a hierarchy of residential lot sizes and increased densities.

Objective 2: Encourage industrial and commercial uses in strategic locations to maximize transportation and infrastructure investments.

Strategy 2.1: Collaborate with economic development efforts to identify and support industrial parks and quality retail locations.

Strategy 2.2: Develop standards for design, property access and incentives for transit stops and shelters within developments. The incentives may include items such as additional business signage or advertising on the transit stop.



Gravel Pit west of Alpine

Objective 3: Evaluate Town regulations and policies to ensure fair and equitable provisions to minimize conflicting land use impacts.

Strategy 3.1 Enforce all zoning ordinances particularly those related to property maintenance, health, and safety.

Strategy 3.2: Evaluate the Zoning Code for consistent provisions regarding recreational vehicles and other alternative lodging types, including short term rentals.

Strategy 3.3: Update design and development standards to ensure quality structures and design that protect neighboring property values. Design standards should reduce impacts of retail and commercial uses on residential land uses.



Alpine Junction

Objective 4: Allow for increased density in housing with high quality design standards.

Strategy 4.1: Support rezoning developments that incorporate site and building design that mitigate density impacts.

Strategy 4.2: Developments should provide alternative transportation connections to commercial, employment and recreation amenities.

Objective 5: Develop a Mixed-use district north of Highway 89 along the Snake River that includes: residential, commercial, and pedestrian oriented amenities.

CHAPTER 3 TRANSPORTATION

EXISTING CONDITIONS

The primary vehicular access serving Alpine is U.S. Highway 89 (Figure 6-1). This highway is part of the National Highway System and classified as a principal arterial. This two-lane highway extends from the southwest part of Alpine through the northern boundary of the community. U.S. Highway 89 provides access to various Star Valley communities in northern Lincoln County, as well as southeast Idaho. To the north, U.S. Highway 89 provides access to the Town of Jackson and Yellowstone National Park.

U.S. Highway 89 through Alpine is a paved, two-lane highway with a center, 2-way left turning lane, as well as right turning lanes on both sides of the highway. Consequently, there is convenient vehicular access to commercial establishments on the east and west side of the highway.

The road right-of-way through Alpine includes some shrubs, a supporting irrigation system, and decorative street lighting near the edge of the highway right-of-way. An informal service road is situated between existing landscaping and the edge of the right-of-way. However, incoming passenger vehicles do not use the service road.

Public and Commercial Transportation: The Southern Teton Area Rapid Transit (START) is a Teton County transit authority. Bus System provides a commuter bus that connects Alpine to Jackson in the north and Etna to the south with multiple trips each day. The main emphasis of START is to provide transit north to Jackson. Alpine needs to develop a START hub to provide additional transportation opportunities.

Airports: The closest commercial airport is Jackson Hole Airport. There are several small general aviation and municipal airports in Star Valley. The Alpine Airpark is a private airport as part of a residential fly-in community.

Key Transportation Concerns:

- Highway 89 is the principle arterial through Town that creates conflicts for alternative modes of travel and pedestrian safety. As the Highway goes through the center of Alpine the auto oriented traffic contributes to the success of many businesses. However, creating a local alternative to through traffic that has a pedestrian friendly design is important. Finding a balance between highway services for local use, business frontage, pedestrian downtown, regional transportation, and tourism, and addressing safety and capacity issues is an important element to long term success.
- Improve winter maintenance of roads
- Provide better non-motorized options for connecting communities

➤ Bike and walking paths are needed to connect parts of Alpine and different communities as well as connections between recreation areas ➤ In 2019 the Town completed a Transportation Alternatives Plan with a federal grant for expanding transportation choices. It analyzed alternative transportation opportunities and issues. It developed an Action Plan for implementation of the highest priority projects.

Goal, Objectives, and Implementation Strategies

TRANSPORTATION GOAL: *Ensure that the transportation system supports mobility of a diverse group of users and enhances the Town's health, safety, and welfare.*

Objective 1: Ensure roadway systems meet current and future needs.

Strategy 1.1: Design roadways to meet the safety and access needs of current and future traffic conditions.

Strategy 1.2: Collaborate with applicable agencies to improve maintenance of roadways, particularly during winter months.

Strategy 1.3: Actively seek various types of transportation grant funding and other available sources to support roadway improvements.

Strategy 1.4 Develop a transportation master plan coordination with WYDOT regarding any improvements to Highway.

Strategy 1.5 Establish a new collector road that is north of Highway 89 and south of the Snake River.

Objective 2: Plan and construct transportation infrastructure that will increase accessibility.

Strategy 2.1: Incorporate non-motorized options for connections in the communities, including bicycle, snowmachine and pedestrian facilities, as part of roadway maintenance projects, development applications and capital projects whenever opportunities arise and are feasible.

Strategy 2.2: Collaborate with neighboring jurisdictions, as well as public and private entities, to increase opportunities for varying transit options (micro transit, commuter vans, carpool, and increased busing, etc.).

Strategy 2.3: Require developers to implement roadway improvements prior to or simultaneous with on-site building construction.

Strategy 2.4: Assess roadway construction policies to ensure that pedestrian amenities (sidewalks, paths, etc.) create connections between destinations and are ADA compliant.

Strategy 2.5 Review roadway development standards to account for various modes of

transportation, with inclusion of easements for bus stops, development of the bus stop by the developer, sidewalks, lighting.

Objective 3: Develop a multi-use trail/pathway network in the town to accommodate year-round use.

Strategy 3.1: Incorporate trail design for pedestrians, bicycles, and snowmachine use in winter months.

Strategy 3.2: Seek grant opportunities to implement and/or construct the Action Plan projects as described in the Transportation Alternatives Plan 2019, Appendix E.

Strategy 3.3: Seek grants to provide pedestrian and bicycle accommodation along trails such as benches and bike racks.

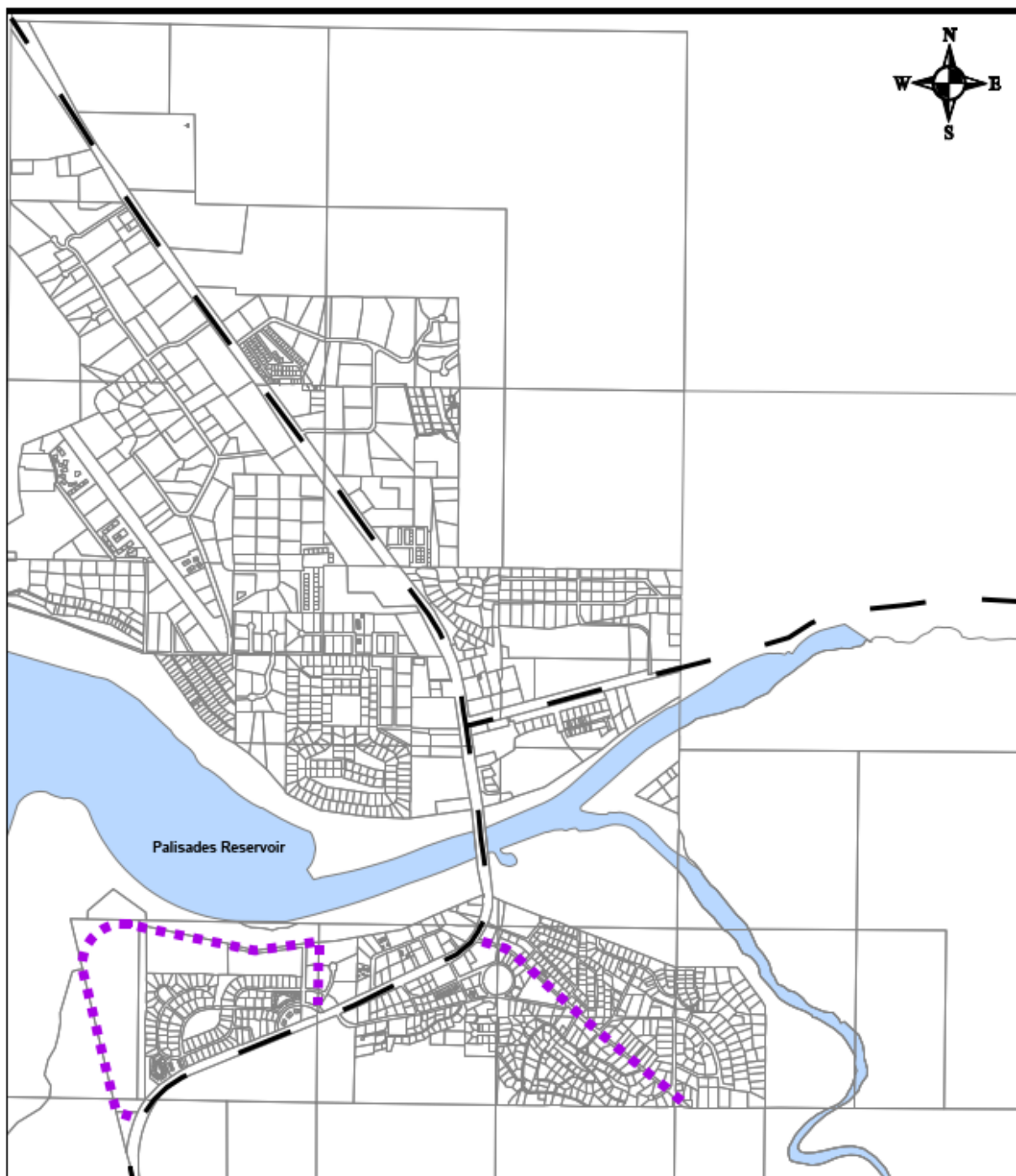
Strategy 3.3: Develop a Riverwalk, transportation hub, expand START, extend side walks and add crosswalks

TRANSPORTATION ALTERNATIVES PLAN – Action Plan

Project Name	Project Detail	Time-frame	Status	Funding Source
Greys River Road Pathway	Install Pathway	1-2 Years	Not Yet Begun	TAP / Town
US Hwy 89 West Pathway	Extend Sidewalk or Pathway	2-4 Years	Not Yet Begun	TAP / Town
US Hwy 89 North Pathway	Extend Sidewalk or Pathway	2-4 Years	Not Yet Begun	TAP / Town
Old Alpine County Rd. #100	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town / County
US Hwy 26 North Pathway	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town / County
Trail Drive Pathway	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town
Designated Bus Stops	Install Shelters for School Bus Stops	1-2 Years	Not Yet Begun	TAP / Town / LCSD2
Bicycle Racks	Install Bike Racks	2-4 Years	Not Yet Begun	TAP / Town
Additional Pathways	Construct Additional Pathways	Ongoing	Not Yet Begun	TAP Program
Traffic Enforcement	Increase Patrol Presence	Ongoing	In Process	Town / County
Speed Feedback Signs	Install Speed Feedback Signs	2-4 Years	In Process	TAP / Town
Traffic Sign Upgrades	Install More Noticeable Signs	Ongoing	Not Yet Begun	TAP / Town

Table 10.3 Action Plan

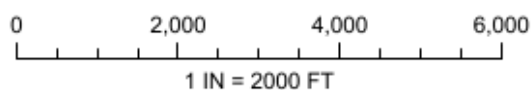
Transportation Map



Legend

Transporation

- Aterial
- Collector



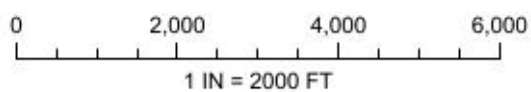
Trails Map



Legend

Type of Trail

- Pathway
- Non-Motorized



CHAPTER 4 HOUSING

Housing Existing Conditions:

Town of Alpine has been experiencing a housing shortage for over 15 years. The 2020 decennial census showed there are approximately 612 Housing Units, with an occupancy rate close to 100%. The designation of these units is; 81% Single-Unit, 17% Multi-unit, and 2% Manufactured Home.

Despite this apparent high demand for housing, the supply is limited on the open market. The current housing market shows a very limited number of houses available for sale or rent within the Town. The typical house in the Town is selling at approximately \$450,000 - \$750,000, with many units going for a much higher price. The clear solution to this problem would be to build more housing. However, developing housing creates additional community issues of compatibility with existing uses.

In the calendar year 2022, there were 59 new residential building applications submitted to the Building Department. A significant upward trend started in 2020 with 14 units, which increased to 22 in 2021 and more than doubled to 59 units in 2022. The seven year average is 16 units/year, but the last 3 years average is 31 units.

Key Concerns

- Ensure that residential development is proved a location that is protected from other more intense uses.
- How to increase housing density while protecting property rights and town character.
- Encouraging diverse housing and employment opportunities.

Goals, Objectives, and Implementation Strategies

HOUSING GOAL: *Balance the need for adequate housing for Town of Alpine residents with the need to preserve community character by strategic location and design of medium density housing units.*

Objective 1: Support opportunities to create adequate and diverse housing products for the range of needs and income levels represented in the Town

Strategy 1.1 Coordinate housing programs and policies with Lincoln County and the

State of Wyomingto ensure adequate rental and owner- occupied, single, and multifamily options.

Strategy 1.2: Revise Zoning Code to reflect the Future Land Use map and support plan objectives related to residential development.

Strategy 1.3: Evaluate the Zoning Code for opportunities to streamline review process and increase design standards as density is increased.

CHAPTER FIVE
ECONOMIC DEVELOPMENT

5.1 GENERAL

Economic prosperity and sustainability are the key to success for development and growth. The monitoring of key trends will offer insights into how the town may approach strategic planning to achieve a stable and viable tax base to support municipal goals.

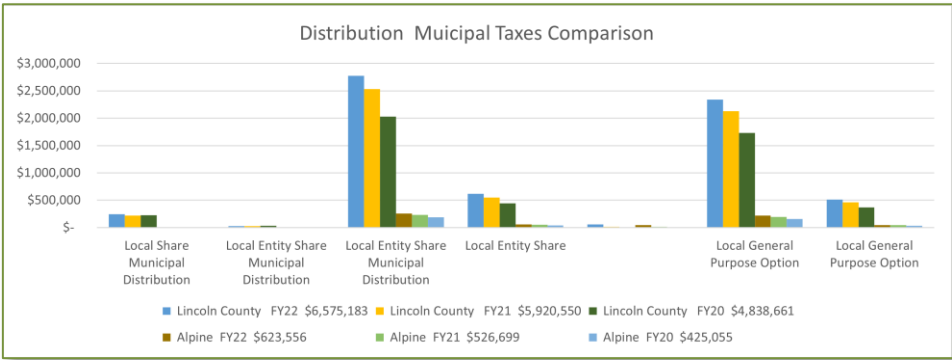
POPULATION - 1220
AVERAGE AGE – 39.6
MEDIAN INCOME - \$74,091
HIGH SCHOOL - 82.7%
BACHELOR’S DEGREE - 24.3%
LABOR FORCE PARTICIPATION- 86.6%
AVG. COMMUTE TIME – 41.9 minutes

5.2 Taxable Sales

The State of Wyoming has a 4 percent levied sales tax applied to most purchases, excepting some services, groceries, and prescription drugs. The state utilizes a majority of this revenue for its operations and provides a share to the local municipalities to provide for infrastructure, maintenance, and local government services at the local level. A comparison of the sales tax for the town indicates an increase over the last several years. The County and Town revenues are consistent with healthy growth and offer a good base upon which to continue to develop policies which enhance and create more favorable business environment.

TABLE 5.2.1- Comparison of Revenue Distribution to Alpine Wyoming

Taxable sales are a significant portion of the total portion of revenue collected and redistributed to the Town. The analysis provided indicates the collection of overall sales taxes are mostly in-state

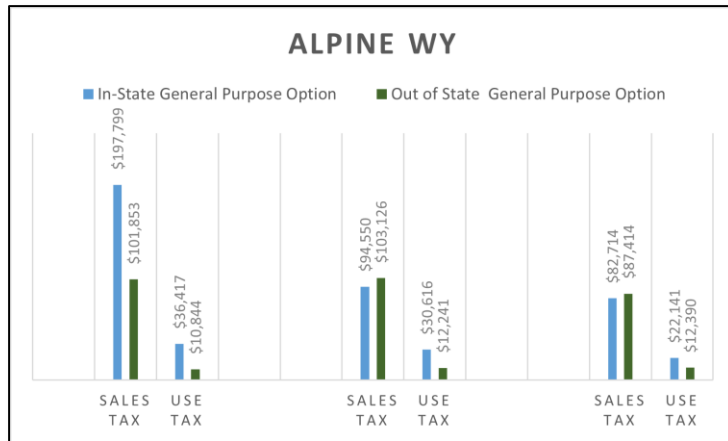


purchases and offer the town the ability to adjust its focus on supporting a retail district which can enhance the capture of the tourism share of sales tax to be used locally to continue to support the town’s growth while supporting local service delivery.

The Towns’ per capita income data indicates for the area and supports the current tax structure and will allow for continued development of the retail and tourism sectors to grow while providing support for the Town’s goals for

increasing economic development.

TABLE 5.2.2 Taxable Sales Comparison

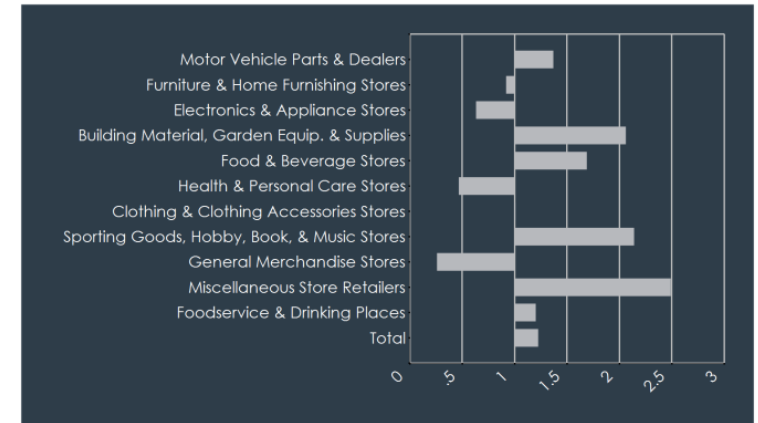


The table provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Alpine to other communities. When leakage is occurring, it indicates the town is not collecting the average sales expected based on a per capita basis relative to the state average.

Positive numbers indicate that Alpine is attracting more than the State average relative to that category, suggesting shoppers from outside the town are attracted to the area for certain types of purchases or that there is a high concentration of this type of spending. This provides the town with an opportunity to determine which areas to focus efforts while planning efforts to capture revenue from potential lost taxable sales.

TABLE 5.2.3 Leakage Report Net Sales Alpine, Wyoming

Figure 1. Leakage/Surplus Index and Estimated and Potential Sales by Major Store Types



Store Type	Potential	Estimated Sales	Surplus/Leakage
Motor Vehicle Parts & Dealers	160,738,066	219,906,352	1.4
Furniture & Home Furnishing Stores	15,306,102	14,045,756	0.9
Electronics & Appliance Stores	13,455,539	8,481,292	0.6
Building Material, Garden Equip. & Supplies	59,243,486	122,039,248	2.1
Food & Beverage Stores	118,261,316	199,555,388	1.7
Health & Personal Care Stores	48,886,413	22,804,134	1.0
Clothing & Clothing Accessories Stores	28,466,600	28,668,419	2.1
Sporting Goods, Hobby, Book, & Music Stores	12,744,260	27,257,212	2.5
General Merchandise Stores	106,281,146	27,419,100	0.3
Miscellaneous Store Retailers	16,945,278	42,167,670	2.5
Foodservice & Drinking Places	94,599,540	113,559,589	1.2
Total	674,927,747	825,904,160	1.2

All estimates, projections or forecasts in this report are subject to errors, including statistical error, error due to the subjective nature of some data, error due to changes in demographics, error based on lagging competitor information or growth data, and error due to factors that are not included in the model. The user assumes all risk of reliance on this information. Powered by Altavus®.

5.3 Employment

The largest employment sector is construction (25.4%) with other industries

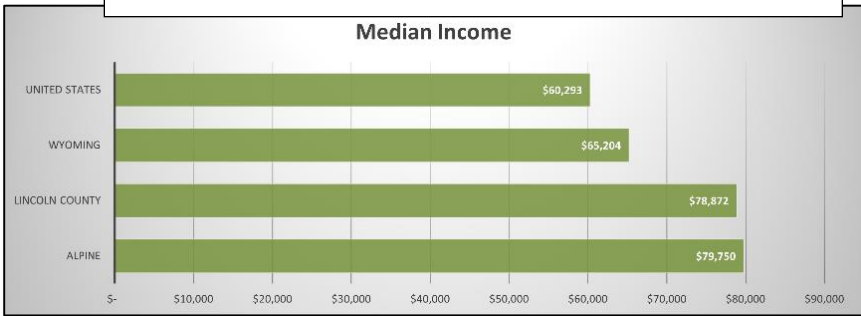
filling in the rest of the town’s employment needs. This supports the local economy while tourism and outside spending bring revenue to support community needs. The town has a higher than average median income supporting current economic trends.

Policies that support local business development and retention helps to retain taxable sales and employment in the community and has a multiplier effect influencing income growth and allowing residents to develop livelihoods supporting town goals which benefit the community and further opportunities for maintaining town identity and growth.

TABLE 5.3.1 Employment Sectors



TABLE 5.3.2 Median Income



5.4 Tourism and Retail Development

The Town of Alpine benefits from its proximity to Jackson due to its location on US89 as a major tourist thoroughfare to Grand Teton and Yellowstone National Parks. Alpine is also multi-seasonal recreation destination attracting significant tourism to the Town and supporting local businesses and industries. The Town of Alpine as a rural community has seen growth due to the trend of ‘Great Escapes’ communities with a focus on tourism, with low-paying service jobs, higher GDP, household incomes, which outpace their rural peers¹. Since 2010 communities defined as “Great Escapes” have seen more success compared with other rural counties, due to the amenities and tourism that are nearby. Other trends supporting this was the growth due to the COVID-19 pandemic as individuals and families moved to rural areas due to the effects and reaction the pandemic.

When visitors come to a city, they patronize local businesses, meet residents, and explore the area. By enhancing these experiences, visitors may be encouraged to invest in the city, whether it’s by buying a home, pursuing local employment, starting a business, or simply visiting again in the future.

The more positive experiences people have in Alpine, the more likely they are to make the Town a part of their future planning.

5.2.1 Amenities

The Town has a number of strengths which support tourism and the ability to capitalize on a multi-season outdoor recreation and tourism, “Always Welcome in Alpine” helps to create a hometown feel and produce a welcome atmosphere for visitors. The proximity to the state, local and National Parks is a strength as the town develops its brand and attracts more visitors to the area. The outdoors and hunting industry are multimillion dollar industries for the State of Wyoming and the town’s proximity to state parks, rivers, lakes, and abundant large game animals offers an opportunity to develop as a locale supporting guided hunting and fishing with the associated hospitality and supportive businesses. The roadway (US 89) from Afton to Hoback Junction traffic volumes averages are between 1,000 to 2,500 vehicles per day (vpd)¹. Visitors to the area have various recreational opportunities within Bridger National Forest, Palisades Reservoir, and along the Snake River with its nearly year-round visitor traffic.

\$2.9 Billion was spent in Visitor Spending in 2021
#1 in outdoor recreation per capita
#2 Industry in Wyoming is Tourism
41% Increase in State Parks Visitation
Anglers spend \$612 million annually in-state

Zoning, which supports the furtherance of the town’s commercial areas and supports the town’s current retail, hospitality and tourism industry needs to be carefully considered to develop and maintain the small town feel that the community expects. Focusing on small scale and local services will meet the requests of citizens and provide local growth.

8.7 million visitors to Yellowstone and Grand Teton National Parks in 2021

Placemaking and wayfinding need to be included in the future planning efforts to encourage the development of distinct areas in the city which attract business and support current business enterprises. The creation of areas which are interconnected with trails enhances the unique natural history of the area. Establishing standards for development assists with the development objectives of creating a unique and vibrant area where commercial and mixed uses can be developed. Wayfinding needs to be included in the planning process to help to direct individuals to areas of interest and the business district in town. This supports local businesses while creating a welcoming feeling for visitors. The usage of signage at the entrance to town engages and creates a sense of place while also directing visitors to services and amenities helping to capture taxable sales and build the towns commercial and other

¹ Wyoming Dept. of Transportation, Corridor Characteristics, Corridor 2, 2021

amenities for visitors as waypoints during their travels through the area.

Alpine's scenic location and proximity to Jackson/Teton County market creates a demand, while making the area an attractive place for individuals who live and work in the service industry locally and in Teton County. The town's core small businesses are the foundation of the town's tax base. Concentrating commercial development in the designated areas will help maintain Alpine's small town identity while offering areas with mixed use vibrancy.

The creation of a business expansion and retention (BRE) program supporting existing and new businesses strengthens the goal of increasing business success and job retention while increasing taxable revenue for the town.

While the town's population will continue to grow over the next decade with in-migration and potential annexations. Shifts in growth will help to drive policies which guide the development of retail and services for the community. Planning for future retail should involve maintaining the existing core commercial area that serves both the local community while seeking to expand jobs and capturing revenue from visitation to the area. Commercial growth will develop around existing neighborhood scale retail, which provides personal services, food services, gas and lodging and general retail purchases for the area.

GOALS AND OBJECTIVES

GOAL 1: Develop favorable zoning policies which assist the expansion of commercial and retail development and strengthen existing commercial areas.

Objective 1.1: Develop and create areas in the town to allow commercial activities which can generate an increase in local and tourist spending.

Objective 1.2: Focus on placemaking and development which enhances the character and nature of the township encouraging connectivity.

GOAL 2: Utilize the available economic development tools and incentives to support economic development goals.

Objective 2.1: Establish a business retention and expansion program to assist local businesses with workforce development and growing to meet local needs.

Objective 2.2: Utilize Wyoming Business Resource Council (WBC) funding to support town infrastructure development and local job growth.

Objective 2.3: Identify opportunities for expansion of hospitality, hotel, motel, overnight rental, to encourage increased tourism.

GOAL 3: Identify resources to assist with Placemaking

Objective 3.1: Utilize Wyoming Business Resource Council Main Street program tools to enhance main commercial zone

Chapter 6 Recreation

Alpine is located among numerous recreational opportunities that drive the town culture, lifestyle, and tourism industry. While the limited privately owned lands make some community issues much more challenging the recreational opportunities are a key element of Alpine's culture, and they provide a significant asset for the Town.

RECREATION GOAL: Support the development of new public parks and trails, facilities, amenities, and activities, as well as the enhancement of existing recreational areas and activities.

Objective 1: Promote a sustainable Town-wide parks and recreation, open space, and trails system.

Strategy 1.1: Develop a Town-wide Parks and Trails plan to address current and future needs, and identify strategies related to parks and recreation, natural and cultural resources, open space, and trails.

Strategy 1.2: Provide incentives to encourage landowners and/or developers to dedicate public easements or right-of-way, expand existing parks and open space opportunities and create new connections for trails and pathways.

Strategy 1.3: Actively seek various types of grant funding and other available sources to support recreation and conservation programs

Objective 2: Ensure public land access and opportunities to recreate year-round.

Strategy 2.1: Collaborate with Federal and State agencies (IDFG, BLM, BOR, US Fish & Wildlife Service) and Tribes to coordinate public recreational use activities, as well as opportunities for enhanced habitat and wildlife preservation.

Strategy 2.2: As part of Town-wide parks and open space planning, identify recreational opportunities (trails, picnic areas etc.) and programs (winter sports activities, nature hikes etc.) that enhance use of public lands.

Strategy 2.3: Collaborate with recreational users to determine appropriate regulations for trail use (motorized v. non-motorized, size of ATVs etc.).

Objective 3: Utilize trails for habitat and wildlife preservation and as recreational areas.

Strategy 3.1: Collaborate with appropriate agencies to identify opportunities for enhanced habitat and wildlife preservation and recreational opportunities.

Strategy 3.2: As part of Town-wide parks and open space planning, assess potential to improve access to Town reservoirs, provide appropriate regulations regarding RV, camping and boat usage and address public concerns.



Snake River East of Alpine

Chapter 7 Natural Resources

The Town is rich with natural resources such as forests, water, wildlife, and other natural resources.

There are three major drainages in Town of Alpine. The Snake River flows westerly into the Palisades Reservoir in the central part of Alpine. The Grey's River flows north to merge with the Snake River on the east side of Town. The Salt River flow north on the west side of Alpine into Palisades Reservoir.

The Caribou-Targhee and Bridger-Teton National Forests on either side of Alpine provide opportunities and constraints for the Town. Working with Federal and State agencies will be critical to Alpine's success.

Key Concerns

- Conservation of rivers, reservoir, forests and wildlife.
- Public access to natural resource areas.

Goals, Objectives, and Implementation Strategies

NATURAL RESOURCES/HAZARDOUS/SPECIAL AREAS GOAL: *Conserve the Town's natural and cultural resources as a quality of life and economic development resource.*

Objective 1: Ensure citizens are informed and engaged about decisions related to natural and cultural resources.

Strategy 1.1: Ensure that new developments, with a potential to impact on the natural environment and resources of the Town, provide required public noticing prior to integration into the Town.

Strategy 1.2: Collaborate with soil conservation districts, Wyoming Department of Agriculture, U.S. Department of Agriculture (USDA) and Extension Services to educate the public regarding Best Management Practices for maintaining the quality of natural resources.

Strategy 1.3: Coordinate with Wyoming Fish and Game (IDFG) and other appropriate agencies and organizations to manage hunting and fishing activities, to protect wildlife migration corridors and habitat.

Objective 2: Maintain access to natural resources for multi-modal transportation options (pedestrian, bicycle, and motorized vehicles).

Strategy 2.1: Develop local and regional trail networks that connect Town amenities to natural resource areas.

Chapter 8

Public Infrastructure

Goals, Objectives, and Implementation Strategies

PUBLIC SERVICES, FACILITIES, UTILITIES GOAL: *Provide efficient and reliable services and facilities, in collaboration with other public entities, to support Town residents and visitors.*

Objective 1: Support public services to meet the needs of a growing population and provide and maintain municipal facilities that adequately serve the needs of Alpine residents and business.

Strategy 1.1: Locate municipal facilities strategically to serve all existing and anticipated neighborhoods and development areas.

Strategy 1.2: Evaluate the needs of municipal facilities approximately every two years.

Strategy 1.3: Evaluate impact of population growth on landfill, potential recycling programs and other appropriate measures to address Town and environmental considerations.

Strategy 1.4: Maintain serviceability of communication systems including broadband internet, telephone, and cable.

Strategy 1.5: Ensure electric power and gas transmission corridors are considered in land use planning decisions and minimize the adverse impacts of transmission corridors in the Town.

Strategy 1.6: Encourage best practices for accessibility in public buildings and Town facilities.

Strategy 1.7: Conduct an annual review of town priority list and annually update the capital improvement plan.

Objective 2: Coordinate with public utility and service districts, as well as emergency services (i.e., sheriff, fire/ambulance districts, police) for future growth to enhance access and safety.

Strategy 2.1: Evaluate public safety (police, fire/EMT) service to all areas of the Town and assess levels of service for areas experiencing population growth.

Strategy 2.2: Engage and invest in planning and maintenance of emergency preparedness and disaster response systems.

Strategy 2.3: Collaborate with cities and special districts to consider efficiencies in

consolidating services and jurisdictions.

Strategy 2.4: Facilitate public and private partnerships, to address safety concerns related to canals, wildfire, and other natural resource related issues

Strategy 2.5: Add zoning provision to require adequate emergency vehicle access to new developments.

Objective 3: Develop and maintain an efficient trash collection system and recycling program that encourages sustainability and limits contribution to landfills.

Strategy 3.1: Explore recycling programs and re-evaluate trash collection and disposal programs periodically for improvement opportunities.

Strategy 3.2: Require commercial entities to establish recycling programs.

Strategy 3.3: Develop town purchasing policies to encourage the use of recycled materials.

Objective 4: Develop a stormwater management program that protects the health and safety of the public and can accommodate new growth.

Strategy 4.1: Identify and avoid development in flood-prone areas.

Strategy 4.2: Require adequate flood proofing of basement walls or pumping mechanisms. Developers and homeowners' associations should assume the costs of these systems.

Objective 5: Provide adequate and reliable utility services and distribution to all residents and businesses in a cost-effective manner.

Strategy 5.1: Ensure that new development includes adequate water, wastewater, storm drain and other utility services as a condition of approval.

Strategy 5.2: Maintain active collaboration with utility companies to provide consistent utility services throughout the city.

Strategy 5.3: Encourage utility companies to locate facilities and distribution outside of washes, drainage easements and open spaces and continue the undergrounding of all utility lines and conduits.

Strategy 5.4: Identify areas that will be attractive to businesses that need high-speed communications and internet and ensure the delivery of adequate services to these areas.

Strategy 5.5: Complete water master plan with Wyoming Water Development Commission (WWDC) support.

Objective 6: Protect water quality, sources, groundwater, and surface water supplies.

Strategy 6.1: Consistently work with state and local water agencies to ensure that the providers are meeting all water quality standards.

Strategy 6.2: Take appropriate measures to ensure new developments accurately project water use needs when purchasing water rights and ensure that new growth pays its own way when extending water and wastewater systems through fees and the allocation of service delivery costs.

Strategy 6.3: Reduce surface water pollution by consistently monitoring stormwater runoff and adhering to stormwater management best practices.

Strategy 6.4: Develop an educational program for residents and businesses to promote best practices on water usage and preventing pollution.

Objective 7: Develop and maintain strategic partnerships with outside entities that will improve the provision of public services and meet the needs of Alpine.

Strategy 7.1: Maintain working cooperation with adjacent communities and entities that provide public services lacking in Alpine including public safety, libraries, senior services, childcare and recreation centers.

Strategy 7.2: Hold an annual Alpine services summit with all service entities to review and report on activities and upcoming plans.

Objective 8: Preserve a school site in Alpine to serve future educational needs of the Town.

Strategy 8.1: Maintain a partnership with the Lincoln School District to develop a school site and optimize school services and facilities in Alpine.

Strategy 8.2: Preserve the future school site to meet future educational needs in Alpine.

Objective 9: Support the needs of Town's youth through collaboration with school districts.

Strategy 9.1: Coordinate with the school districts on population projections and potential land expansion needs, and the potential for school district consolidation.

Strategy 9.2: Analyze the needs of districts' students for safe routes to school, in coordination with Town cities and school districts, to examine and support opportunities for expansion of bicycle and pedestrian paths that support students school access

Strategy 9.3: Encourage best practices for accessibility in public schools.

Appendix A – Population Data
Appendix B - Town Survey 2022
Appendix C – Public Comments Summary
Appendix D – 2022 Town Survey
Appendix E - Transportation Alternatives Plan 2019



Alpine Wyoming

Town of Alpine Master 2023





Alpine, Highway 26

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Acknowledgments

Town Council

Eric Green, Mayor
Andrea Burchard, Councilman
Emily Castillo, Councilman
Frank Dickerson, Councilman
Jeremy Larsen, Councilman

Town Planning & Zoning Commission

Rex Doornbos, Chairman
Floyd Jenkins, Vice Chairman
Melissa Wilson

Steering Committee

Eric Green
David Jenkins
Christine Wagner
Dominique Brough

Town of Alpine Planning Staff

Christine Wagner, Planning & Zoning Administrator



Introduction

A Master Plan is a guide for the future of the Town. While the focus of a Master Plan is to guide planning and zoning decisions, the scope of the Plan is much broader, encompassing many issues that impact Town residents including public services, natural resources, recreation, and transportation, among others. A Plan is prepared with the involvement of Town residents, community groups and other public agencies, and must reflect their issues and concerns. Topics that extend beyond the planning and zoning functions are also included in the Master Plan as they address areas of concern to the Town government and for the benefit of residents and visitors alike.

Wyoming cities are allowed to prepare and maintain a current Master Plan in accordance with Wyoming Code Section 15-1-503. The Plan considers previous and existing conditions, trends, to develop goals and objectives, or desirable future situations within planning components (such as land use, population, hazardous areas etc.). The adopted Plan will provide a sense of direction, a broad overview of where the Town is and where it is going.

The Town of Alpine began discussions of the future uses and desires of the community in the fall of 2022 with a community survey. The Town Council began the planning process in January 2023, initiating a consultant contract to update the formal planning process to create the Town of Alpine Master Plan to serve as a five to ten year guiding document. The planning process objectives were to:

- » Provide an update to the 2006 Town of Alpine Master Plan, consistent with Wyoming Code.
- » Create Goals and Objectives to provide guidance for future land use and infrastructure decisions.
- » Provide the public with complete, accurate and timely information regarding the process.
- » Offer consistent and accessible opportunities for public participation and community conversations.
- » Develop strategies that will support implementation of the Plan.



Public Involvement

A Master Plan is not complete without the input from its citizens. Further, any successful plan must be supportive of the culture, community, and local way of life. It is with this understanding that the Town has sought to create a plan that is sound and balanced between the desires and needs of its citizens.

The public involvement process is characterized by communication with stakeholders that is meaningful and inclusive throughout the life of the planning process. This Public Involvement Summary details (Appendix C).

Town Survey

The Town completed a survey of community issues in the fall of 2022 to gather public input on a range of issues. The responses are included in Appendix D.

Steering Committee Meetings

A Steering Committee was organized by the Town to help facilitate information and input for the Master Plan update. The Steering Committee met and discussed elements of the new Master Plan and provided feedback and suggestions for additions and clarification.

Community Open House

Background

SUMMARY OF ALPINE'S HISTORY:

Before European settlement, the area around Alpine was home to various Native American tribes, including the Shoshone and Crow people. They lived off the land, hunting, fishing, and engaging in trade. Fur Traders and Explorers: In the early 1800s, fur traders and explorers, such as John Colter and Jim Bridger, ventured into the region in search of beavers and other valuable pelts. Their explorations opened the area to further settlement.

In the late 1800s, as the United States expanded westward, homesteaders began to arrive in the region. The Homestead Act of 1862 encouraged people to claim land and develop it for agricultural purposes. Ranching became a prominent industry in the area due to the abundance of open land and grazing opportunities.

The late 1800s also saw the expansion of railroads in the West, which further facilitated trade and transportation. Although the town of Alpine itself was not a major railroad hub, nearby towns were connected to the national railway network, contributing to the growth of the region.

The town of Alpine was officially established in the early 1900s. Its location near the confluence of the Snake River and Greys River made it an essential hub for trade and commerce in the region. Over the years, Alpine's economy has primarily revolved around ranching, timber, and recreational tourism. The town's picturesque location amidst the stunning Wyoming landscape attracted visitors interested in outdoor activities such as fishing, hiking, and hunting.

Alpine has evolved from a small frontier settlement into a tight-knit community with modern amenities. The town's population has grown steadily over the years as people seek the tranquility and natural beauty of the area. Alpine's proximity to the Grand Teton National Park and the Bridger-Teton National Forest has made it a popular destination for outdoor enthusiasts and nature lovers. The Snake River and Greys River offer excellent opportunities for fishing and water sports.

Town of Alpine Setting

Alpine, Wyoming provides residents and visitors alike with a breathtaking backdrop of mountains, rivers, and forests, creating an ideal environment for outdoor adventure and appreciation of nature.

Alpine is in the western part of Wyoming, in Lincoln County. It lies near the border with Idaho and is approximately 35 miles south of Jackson Hole. One of the defining features of Alpine's physical setting is its proximity to the confluence of two major rivers: the Snake River and the Greys River. The Snake River is one of the longest rivers in the United States, and it flows through the Grand Teton National Park. The Greys River is a scenic tributary of the Snake River.

Alpine is surrounded by the rugged beauty of the Wyoming mountains. To the east are the Wyoming Range and the Bridger-Teton National Forest. These mountains offer a stunning backdrop to the town and provide numerous opportunities for outdoor recreation such as hiking, camping, and wildlife viewing. The Bridger-Teton National Forest, which encompasses a vast area around Alpine, is known for its diverse ecosystems, including forests, grasslands, and alpine tundra. This forest provides habitat for various wildlife species, making it a popular destination for nature enthusiasts.

Alpine experiences a highland continental climate, typical of the Rocky Mountain region. Winters are cold and snowy, while summers are generally mild and pleasant. The area is known for its beautiful fall foliage as the aspen trees change color. The physical setting of Alpine lends itself to a wide range of outdoor activities. Fishing is popular in both the Snake River and the Greys River, with opportunities to catch various trout species. Additionally, the nearby mountains and forests offer excellent opportunities for hiking, mountain biking, and camping. The natural beauty surrounding Alpine attracts tourists and outdoor enthusiasts throughout the year. The Grand Teton National Park, just a short drive away, is a world-renowned destination with its iconic mountain peaks and abundant wildlife.



Vision Statement

Alpine is a family-friendly community, that values a high quality of life, inclusivity, economic vitality, outdoor recreation, tourism, and the preservation of the surrounding ecosystem. Alpine is committed to creating a vibrant city center connected to residential neighborhoods through a multi-modal trail and road system.

Vision Elements

- » **Community Engagement:** Foster a strong sense of community and inclusivity by encouraging residents to actively participate in local decision-making processes. Engage in regular town hall meetings, surveys, and forums to gather feedback and ideas from the community.
- » **Outdoor Recreation:** Continue to promote and enhance outdoor recreational opportunities that showcase the town's natural beauty. This could involve developing and maintaining hiking trails, biking paths, fishing spots, and camping areas.
- » **Tourism Promotion:** Leverage the town's natural attractions and family-friendly environment to attract tourists. Create marketing campaigns that highlight Alpine as an ideal destination for outdoor enthusiasts and families looking for a peaceful and enriching vacation.
- » **City Center Revitalization:** Invest in the revitalization of the city center to create a vibrant and pedestrian-friendly space. Develop parks, public squares, and gathering spots that encourage social interactions and community events. Support local businesses by providing incentives for them to set up shop in the city center.
- » **Multi-Modal Transportation:** Prioritize the development of a multi-modal transportation system that includes pedestrian walkways, bike lanes, and public transportation options. This will reduce dependence on cars, promote physical activity, and improve air quality.
- » **Education and Arts:** Support educational institutions and cultural organizations that enrich the community's intellectual and artistic life. Offer scholarships, workshops, and events that encourage lifelong learning and creativity.
- » **Affordable Housing:** Ensure the availability of affordable housing options to accommodate a diverse range of residents. Work with developers and housing organizations to create affordable housing projects while maintaining the town's aesthetic and environmental standards.
- » **Emergency Preparedness:** Establish comprehensive emergency preparedness plans to safeguard residents and visitors during natural disasters or unforeseen emergencies. Collaborate with neighboring communities and authorities to ensure a coordinated response.
- » **Sustainable Development:** Alpine should focus on sustainable development practices that support economic growth while minimizing the impact on the environment. Encourage businesses and industries that align with the town's values, such as eco-tourism, outdoor recreation, and green technologies.

By implementing these elements, Alpine, Wyoming, can continue to grow as a family-friendly community that prioritizes the well-being of its residents, the preservation of its natural surroundings, and the development of a sustainable and vibrant city center.

Chapter 1: Population

The town of Alpine, Wyoming, is a small community with a relatively modest population. Please note that population figures can change over time due to factors such as migration, economic conditions, and development. For the most current population data, it's best to refer to official sources like the U.S. Census Bureau or local government websites.

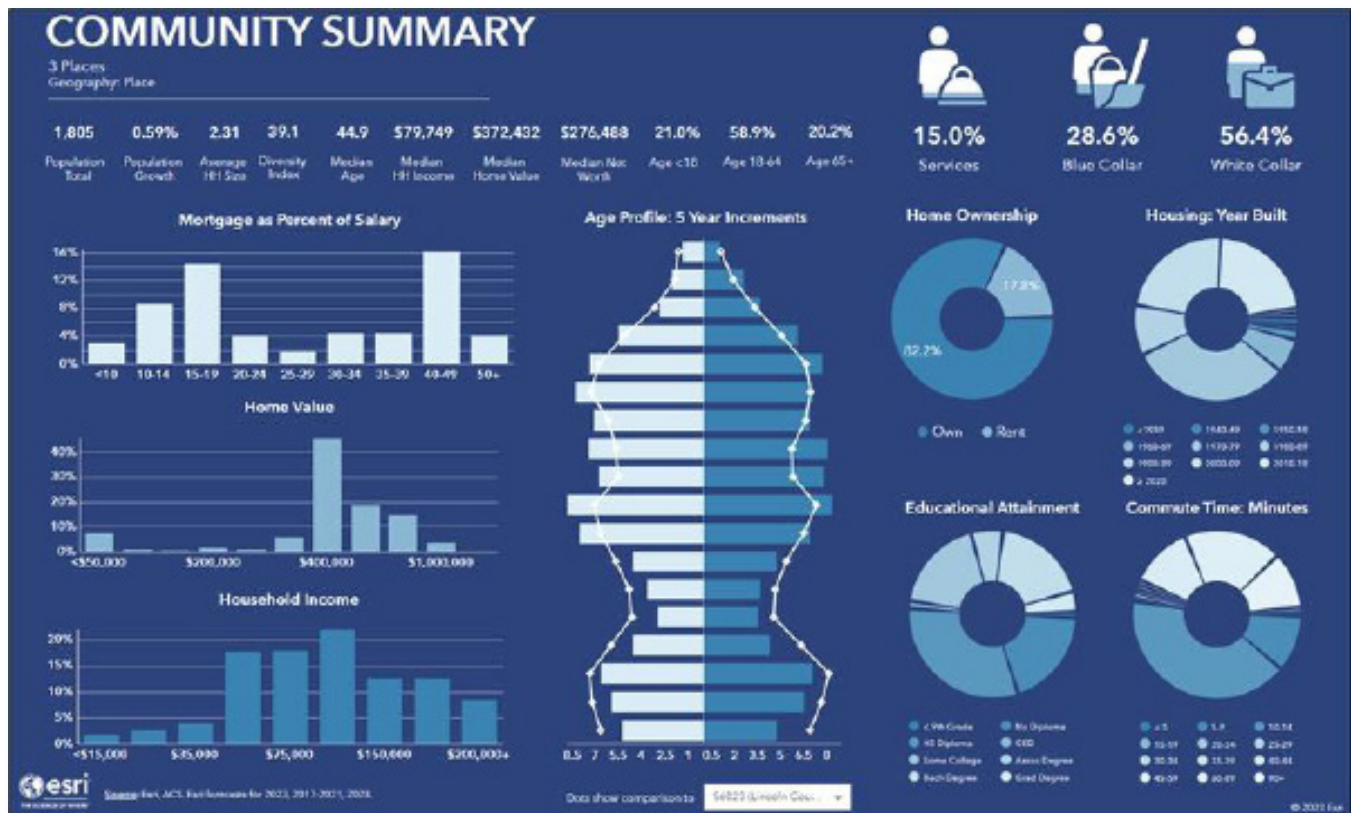
As of 2020, the estimated population of Alpine, Wyoming, was 1,220 residents. Being a small town, Alpine offers a close-knit community feel, and its population may experience some fluctuations over the years. The town's location in the scenic Wyoming mountains, near popular outdoor recreation areas and national parks, attracts visitors and seasonal residents, which can also influence population dynamics.

To support this Master Plan process, data from Wyoming Department of Labor was examined and is provided in Appendix A. The report includes population analysis based

on the most current census data available (2022). Future growth projections were developed using new construction building permits (2012-2022) and past trends, to facilitate development of this Plan. This section summarizes the essential information for both current demographics and projections.

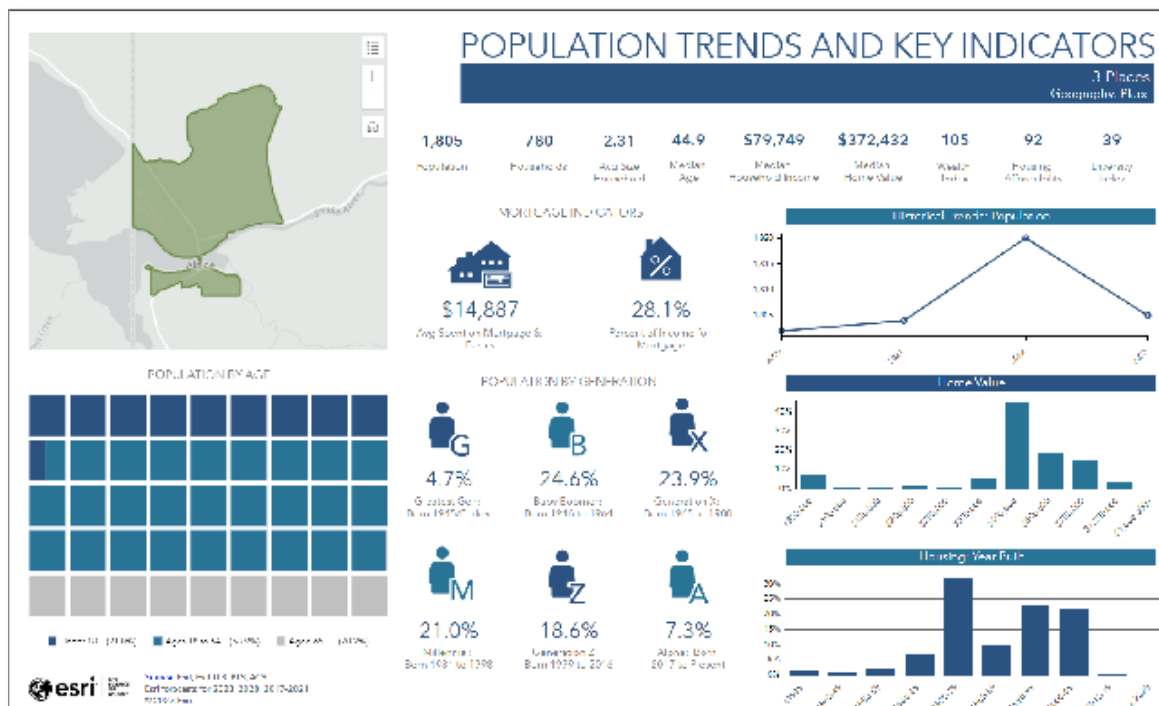
Town of Alpine is home to approximately 1,220 people (2020), an increase of 392 people since 2010. At the current population growth rate, the estimated population will be approximately 2,115 people by 2040.

While the vision, goal, objectives, and strategies were developed with a 20-year planning horizon, population projections are difficult to estimate for the same period with the intentions of reviewing Town demographics and making necessary revisions as needed at 5-to-10-year intervals. Given the dynamic development climate in southwest Wyoming, annual reviews of permit activity are also recommended.



RESIDENT POPULATION TRENDS-SELECTED LIONCON COUNTY COMMUNITIES 2010-2020				
Place	2010 Population	2020 Population	2010-2020 Change (Persons)	2010-2020 Change (Percent)
Afton	1911	2172	261	13.66%
Alpine	828	1220	392	47.34%
Cokeville	535	502	-33	-6.17%
Diamondville	737	520	-217	-29.44%
Kemmerer	2656	2415	-241	-9.07%
La Barge	551	394	-157	-28.49%
Opal	96	64	-32	-33.33%
Thayne	366	380	14	3.83%
Unincorporated Area	10426	11914	1488	14.27%
Lincoln County	18106	19581	1475	8.15%

Source: U.S. Census Bureau, 2020; Census Bureau, 2020





Chapter 2: Land Use

Land Use is directed by two main planning tools, Master Plan Land Use Designations, and zoning regulations. The Master Plan objective is to provide guidance on high level land use and policy decisions that direct specific actions implemented by zoning district and other community regulations. Zoning districts establish specific requirements while Land Use designations establish general land uses.

Key Land Use Concerns

- Ensure that residential development is maximized on the limited land area for housing year-round residents.
- Encourage cooperative relationship between forest and recreation land uses.
- Support local cities to provide and serve diverse housing and employment opportunities.
- Collaborate with local cities and unincorporated towns to support appropriate land use decisions.

The Town's Future Land Use Map provides a series of designations or types, based on the current and intended future use of land. The FLUM is the foundation for development regulations, such as zoning, as well as further

planning efforts. The following provides a brief description of the land use designations depicted on the FLUM:

Special Lands: Alpine is located adjacent to the Caribou-Targhee National Forest to the north and west and the Briger-Teton National Forest to the east. These public lands are a significant asset for tourism, recreation, and employment. These areas permit a wide range of recreation, natural resource pursuits, and other compatible uses.

Low Density Residential: The Low Density Residential designation provides for a lifestyle with planned single family residential communities, which include open space, recreation, and cultural opportunities, including schools, churches and neighborhood facilities located in established areas or master planned communities. The residential density is a maximum of 4 units per acre.

Medium Density Residential: The Medium Density Residential designation is similar to Low Density Residential but allows for a maximum of 8 units per acre.

Neighborhood Commercial: The Neighborhood

Commercial category designation provides for commercial nodes on individual parcels and small scale commercial uses near residential areas. The buildings and uses should be sensitive and creative building design, orientation of buildings, access, lighting, signs, parking, and landscaping can be made compatible with adjacent residential neighborhoods.

Commercial: Applies to areas where commercial uses are strategically located with visibility, transportation access and public infrastructure. The key locations maximize potential for viable retail, commercial and office uses.

Town Center: The Town Center designation denotes an area suitable for a mixture of commercial, employment, and supporting residential uses in appropriate locations. Horizontal mixed uses would be required for master planned projects, and vertical mixed uses would be encouraged. Residential uses in the Town Center category should be vertically and/or horizontally integrated, and complementary to nonresidential uses. Town Center projects should be designed to provide maximum compatibility with surrounding land uses. Increased aesthetic and architectural design requirements and focus on streetscape creation are paramount to the development of a Town Center area.

Mixed Use: The intent of this use designation is to provide for planned developments and a mix of residential and non-residential land uses. Potential development locations would capitalize on good transportation, the physical amenities of the area, and recreational opportunities. The

Mixed Use designation allows for flexibility in land uses in order to encourage property assemblage and coordinated infrastructure and access.

Industrial: Includes light and heavy industrial uses as defined in the zoning code, to address a variety of manufacturing, processing, and storage uses, including existing industrial operations. This designation is intended to avoid conflict with residential uses. Preservation of industrial land for intense uses is a priority for long-term community viability for employment and a sustainable tax base.

Natural Resources and Recreation: This designation comprises the vast majority of the land around Alpine. Lands in this use category are managed primarily to maintain the resources, recreation, ranching, grazing, and open space uses and value of the lands.

Residential uses that are incidental to and don't interfere with the primary use may be allowed.

Public Facility: This designation identifies areas for public facilities such as schools, churches, golf courses, cemeteries, parks, County, municipal and utility facilities intended for essential community services and facilities.

Agricultural: This designation identifies areas of existing agricultural land uses. The purpose of this land use designation is to support viable agricultural operations in Alpine and the surrounding area.



Alpine Junction, from Highway 26

4-2 Future Land Use Map

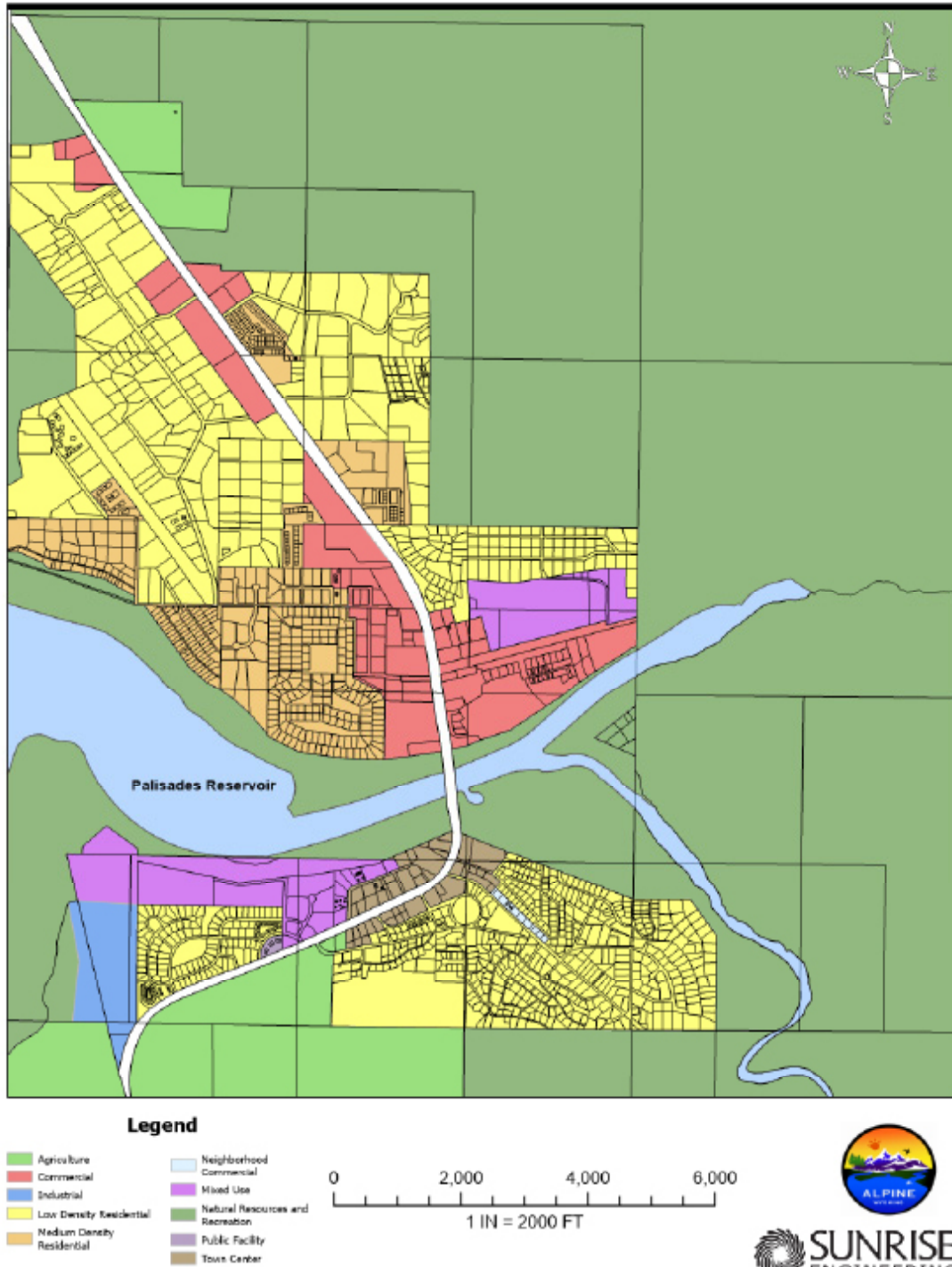


Figure 4 Future Land Use Map (FLUM)

Goals, Objectives, and Implementation Strategies

LANDUSE GOAL: *Balance new growth and development with maintaining Alpine's small town atmosphere and culture.*

Objective 1: Enhance the Town's culture through clear residential and commercial development standards.

Strategy 1.1: Implement the Future Land Use Map (FLUM) by amending the zoning ordinance and map where needed.

Strategy 1.2: Encourage higher residential density development closer to the town core and employment opportunities.

Strategy 1.3: Update the Zoning Code to ensure a hierarchy of residential lot sizes and increased densities.

Objective 2: Encourage industrial and commercial uses in strategic locations to maximize transportation and infrastructure investments.

Strategy 2.1: Collaborate with economic development efforts to identify and support industrial parks and quality retail locations.

Strategy 2.2: Develop standards for design, property access and incentives for transit stops and shelters within developments.



Gravel Pit west of Alpine

Objective 3: Evaluate Town regulations and policies to ensure fair and equitable provisions to minimize conflicting land use impacts.

Strategy 3.1 Enforce all zoning ordinances particularly those related to property maintenance, health, and safety.

Strategy 3.2: Evaluate the Zoning Code for consistent provisions regarding recreational vehicles and other alternative lodging types, including short term rentals.

Strategy 3.3: Update design and development standards to ensure quality structures and design that protect neighboring property values. Design standards should reduce impacts of retail and commercial uses on residential land uses.



Alpine Junction

Objective 4: Allow for increased density in housing with high quality design standards.

Strategy 4.1: Support rezoning developments that incorporate site and building design that mitigate density impacts.

Strategy 4.2: Developments should provide alternative transportation connections to commercial, employment and recreation amenities.

Objective 5: Develop a mixed-use district north of Highway 89 along the Snake River that includes: residential, commercial, and pedestrian oriented amenities.



Chapter 3: Transportation

EXISTING CONDITIONS

The primary vehicular access serving Alpine is U.S. Highway 89 (Figure 6-1). This highway is part of the National Highway System and classified as a principal arterial. This two-lane highway extends from the southwest part of Alpine through the northern boundary of the community. U.S. Highway 89 provides access to various Star Valley communities in northern Lincoln County, as well as southeast Idaho. To the north, U.S. Highway 89 provides access to the Town of Jackson and Yellowstone National Park.

U.S. Highway 89 through Alpine is a paved, two-lane highway with a center, 2-way left turning lane, as well as right turning lanes on both sides of the highway. Consequently, there is convenient vehicular access to commercial establishments on the east and west side of the highway.

The road right-of-way through Alpine includes some shrubs, a supporting irrigation system, and decorative street lighting near the edge of the highway right-of-way. An informal service road is situated between existing landscaping and the edge of the right-of-way. However, incoming passenger vehicles do not use the service road.

Public and Commercial Transportation: The Start Bus System provides a commuter bus that connects Alpine to

Jackson in the north and Etna to the south with multiple trips each day.

Airports: The closest commercial airport is Jackson Hole Airport. There are several small general aviation and municipal airports in Star Valley. The Alpine Airpark is a private airport as part of a residential fly-in community.

Key Transportation Concerns:

- » Highway 89 is the principle arterial through Town that creates conflicts for alternative modes of travel and pedestrian safety. As the Highway goes through the center of Alpine the auto oriented traffic contributes to the success of many businesses. However, creating a local alternative to through traffic that has a pedestrian friendly design is important. Finding a balance between highway services for local use, business frontage, pedestrian downtown, regional transportation, and tourism, and addressing safety and capacity issues is an important element to long term success.
- » Improve winter maintenance of roads
- » Provide better non-motorized options for connecting communities
- » Provide biking and walking paths around and between recreation areas

In 2019 the Town completed a Transportation Alternatives Plan with a federal grant for expanding transportation choices. It analyzed alternative transportation opportunities and issues. It developed an Action Plan for implementation of the highest priority projects.

Goal, Objectives, and Implementation Strategies

TRANSPORTATION GOAL: *Ensure that the transportation system supports mobility of a diverse group of users and enhances the Town's health, safety, and welfare.*

Objective 1: Ensure roadway systems meet current and future needs.

Strategy 1.1: Design roadways to meet the safety and access needs of current and future traffic conditions.

Strategy 1.2: Collaborate with applicable agencies to improve maintenance of roadways, particularly during winter months.

Strategy 1.3: Actively seek various types of transportation grant funding and other available sources to support roadway improvements.

Strategy 1.4 Develop a transportation master plan coordination with WYDOT regarding any improvements to Highway.

Strategy 1.5 Establish a new collector road system north of Highway 89 south of the Snake River.

Objective 2: Plan and construct transportation infrastructure that will increase accessibility.

Strategy 2.1: Incorporate non-motorized options for

connections in the communities, including bicycle, snowmachine and pedestrian facilities, as part of roadway maintenance projects, development applications and capital projects whenever opportunities arise and are feasible.

Strategy 2.2: Collaborate with neighboring jurisdictions, as well as public and private entities, to increase opportunities for varying transit options (micro transit, commuter vans, carpool, and increased busing, etc.).

Strategy 2.3: Require developers to implement roadway improvements prior to or simultaneous with on-site building construction.

Strategy 2.4: Assess roadway construction policies to ensure that pedestrian amenities (sidewalks, paths, etc.) create connections between destinations and are ADA compliant.

Strategy 2.5 Review roadway development standards to account for various modes of transportation, with inclusion of easements for bus stops, development of the bus stop by the developer, sidewalks, lighting.

Objective 3: Develop a multi-use trail/pathway network in the town to accommodate year-round use.

Strategy 3.1: Incorporate trail design for pedestrians, bicycles, and snowmachine use in winter months.

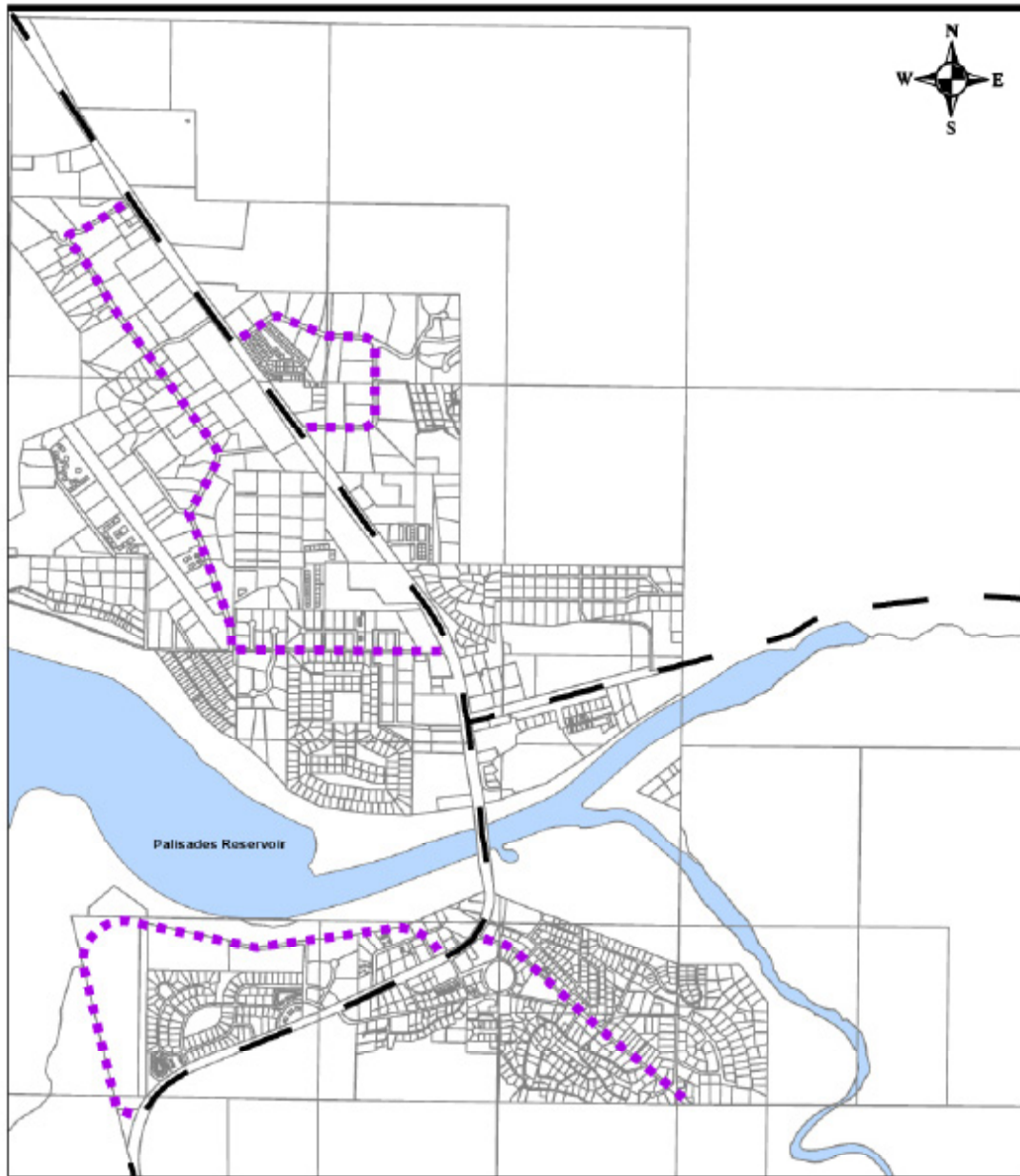
Strategy 3.2: Seek grant opportunities to implement and/or construct the Action Plan projects as described in the Transportation Alternatives Plan 2019, Appendix E.

Strategy 3.3: Seek grants to provide pedestrian and bicycle accommodation along trails such as benches and bike racks.

Project Name	Project Detail	Time-Frame	Status	Funding Source
Greys River Road Pathway	Install Pathway	1-2 Years	Not Yet Begun	TAP / Town
US Hwy 89 West Pathway	Extend Sidewalk or Pathway	2-4 Years	Not Yet Begun	TAP / Town
US Hwy 89 North Pathway	Extend Sidewalk or Pathway	2-4 Years	Not Yet Begun	TAP / Town
Old Alpine County Rd. #100	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town / County
US Hwy 26 North Pathway	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town / County
Trail Drive Pathway	Install Pathway	4-6 Years	Not Yet Begun	TAP / Town
Designated Bus Stops	Install Shelters for School Bus Stops	1-2 Years	Not Yet Begun	TAP / Town / LCSD2
Bicycle Racks	Install Bicycle Racks	2-4 Years	Not Yet Begun	TAP / Town
Additional Pathways	Construct Additional Pathways	Ongoing	Not Yet Begun	TAP Program
Traffic Enforcement	Increase Patrol Presence	Ongoing	In Process	Town / County
Speed Feedback Signs	Install Speed Feedback Signs	2-4 Years	In Process	TAP / Town
Traffic Sign Upgrades	Install More Noticeable Signs	Ongoing	Not Yet Begun	TAP / Town

Table 10.3 Action Plan

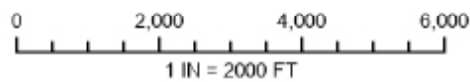
Transportation Map



Legend

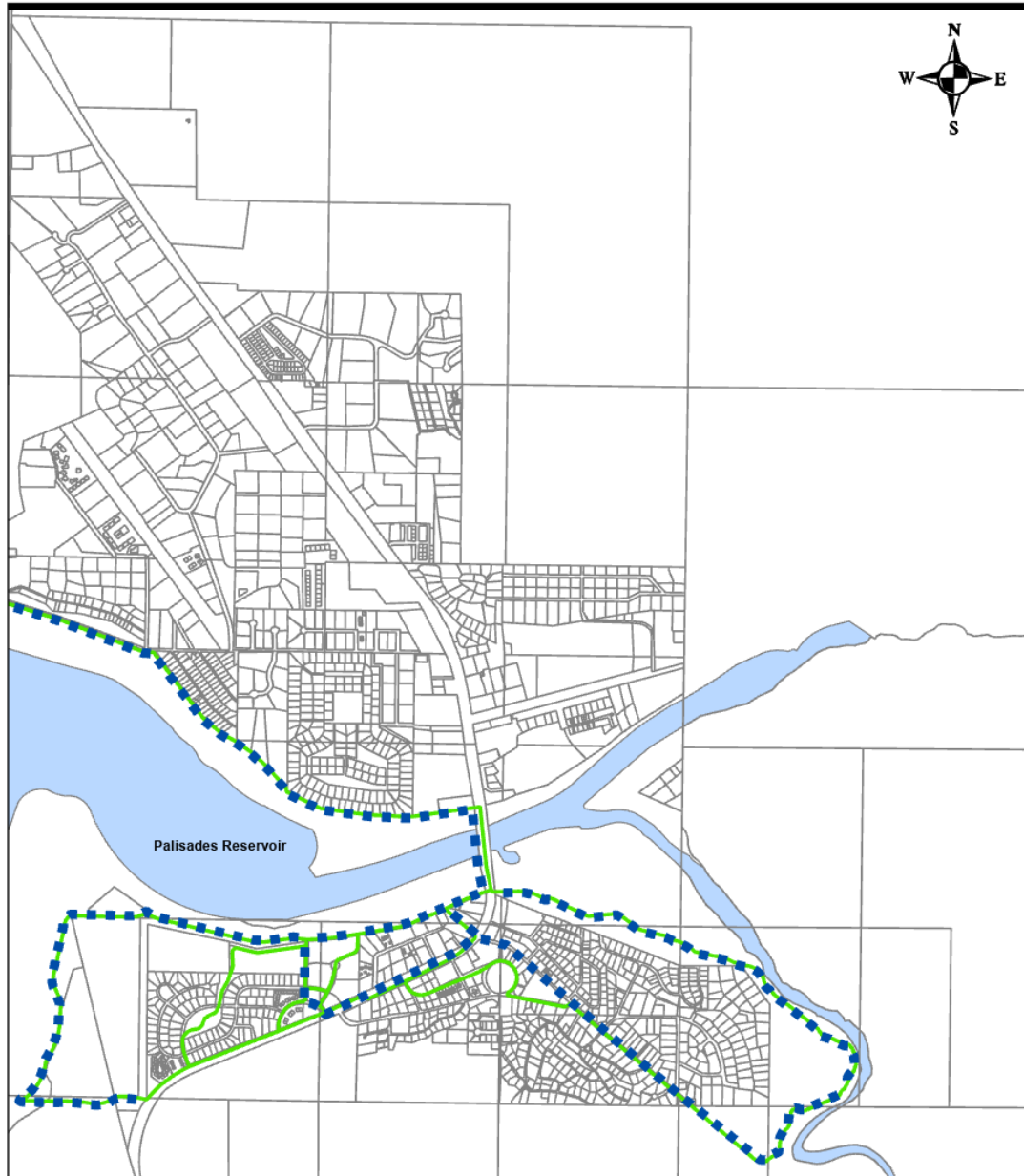
Transportation

- Aterial
- Collector



SUNRISE
ENGINEERING

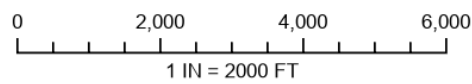
Trails Map



Legend

Type of Trail

- Motorized
- Non-Motorized





Chapter 4: Housing

HOUSING EXISTING CONDITIONS

Town of Alpine has been experiencing a housing shortage for over 15 years. There are approximately 435 Housing Units, with an occupancy rate close to 100%. The designation of these units is; 81% Single-Unit, 17% Multi-unit, and 2% Manufactured Home.

Despite this apparent high demand for housing, the supply is listed on the open market. The current housing market shows a very limited number of houses available for sale or rent within the Town. The typical house in the Town selling at approximately \$450,000 - \$750,000, with many units going for a much higher price. The clear solution to this problem would be to build more housing. However, developing housing creates additional community issues of compatibility with existing uses.

In the calendar year 2022, there were 59 new residential building applications submitted to the Building Department. A significant upward trend started in 2020 with 14 units, which increased to 22 in 2021 and more than doubled to 59 units in 2022. The seven year average is 16 units/year, but the last 3 years average is 31 units.

Key Housing Concerns

- » Ensure that residential development is proved a location that is protected from other more intense uses.

- » How to increase housing density while protecting property rights and town character.
- » Encouraging diverse housing and employment opportunities.

Goals, Objectives, and Implementation Strategies

HOUSING GOAL: Balance the need for adequate housing for Town of Alpine residents with the need to preserve community character by strategic location and design of medium density housing units.

Objective 1: Support opportunities to create adequate and diverse housing products for the range of needs and income levels represented in the Town

Strategy 1.1 Coordinate housing programs and policies with the cities and towns in Town of Alpine, to ensure adequate rental and owner-occupied, single, and multifamily options.

Strategy 1.2: Revise Zoning Code to reflect the Future Land Use map and support plan objectives related to residential development.

Strategy 1.3: Evaluate the Zoning Code for opportunities to streamline review process and increase design standards as density is increased.



Chapter 5: Economic Development

5.1 GENERAL

Economic prosperity and sustainability are the key to success for development and growth. The monitoring of key trends will offer insights into how the town may approach strategic planning to achieve a stable and viable tax base to support municipal goals.

5.2 TAXABLE SALES

The State of Wyoming has a 4 percent levied sales tax applied to most purchases, excepting some services, groceries, and prescription drugs. The state utilizes a majority of this revenue for its operations and provides a share to the local municipalities to provide for infrastructure, maintenance, and local government services at the local level. A comparison of the sales tax for the town indicates an increase over the last several years. The County and Town revenues are consistent with healthy growth and offer a good base upon which to continue to develop policies which enhance and create more favorable business environment.

POPULATION -782

AVERAGE AGE - 39.6

MEDIAN INCOME - \$74,091

HIGH SCHOOL - 82.7%

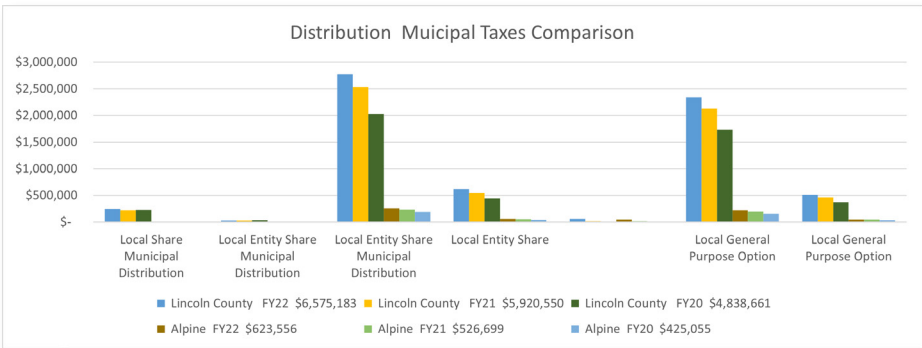
BACHELOR'S DEGREE - 24.3%

LABOR FORCE PARTICIPATION - 86.6%

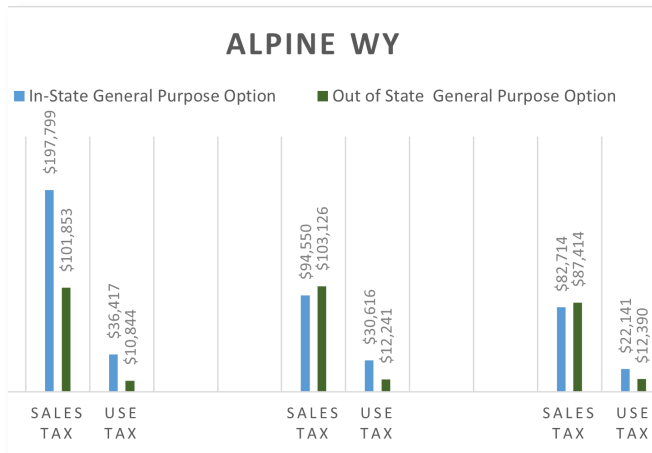
AVERAGE COMMUTE TIME - 41.9 MINUTES

TABLE 5.2.1 - Comparison of Revenue Distribution to Alpine Wyoming

Taxable sales are a significant portion of the total portion of revenue collected and redistributed to the Town. The analysis provided indicates the collection of overall sales taxes are mostly in-state purchases and offer the town the ability to adjust its focus on supporting a retail district which can enhance the capture of the tourism share of sales tax to be used locally to continue to support the town’s growth while supporting local service delivery.

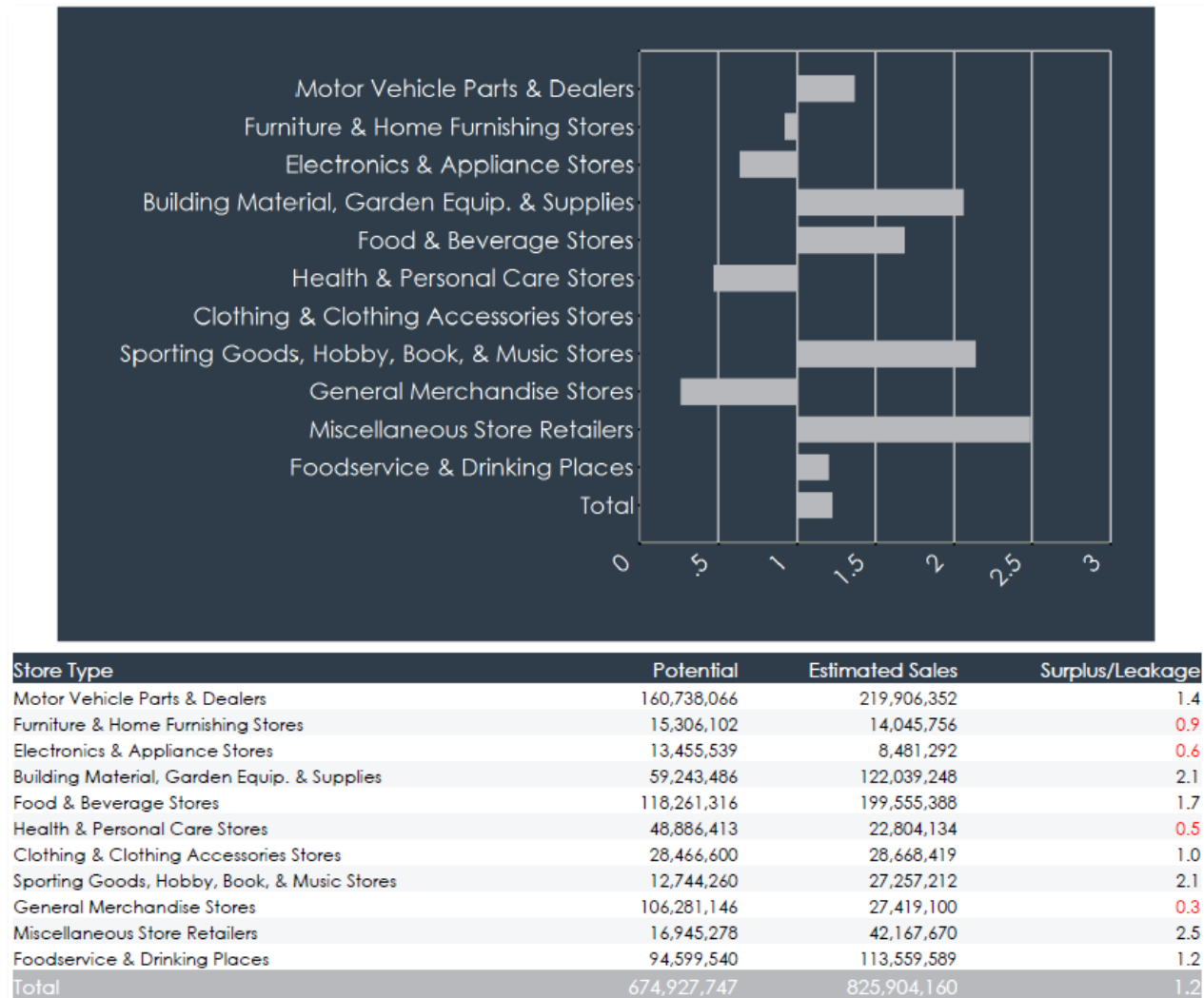


The towns’ per capita income data indicates for the area and supports the current tax structure and will allow for continued development of the retail and tourism sectors to grow while providing support for the town’s goals for increasing economic development.

TABLE 5.2.2 Taxable Sales Comparison

The table provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Alpine to other communities. When leakage is occurring, it indicates the town is not collecting the average sales expected based on a per capita basis relative to the state average.

Positive numbers indicate that Alpine is attracting more than the State average relative to that category, suggesting shoppers from outside the town are attracted to the area for certain types of purchases or that there is a high concentration of this type of spending. This provides the town with an opportunity to determine which areas to focus efforts while planning efforts to capture revenue from potential lost taxable sales.

TABLE 5.2.3 Leakage Report Net Sales Alpine, Wyoming

All estimates, projections or forecasts in this report are subject to errors, including statistical error, error due to the subjective nature of some data, error due to changes in demographics, error based on lagging competitor information or growth data, and error due to factors that are not included in the model. The user assumes all risk of reliance on this information. Powered by Alteryx®.

5.3 EMPLOYMENT

The largest employment sector is construction (25.4%) with other industries filling in the rest of the town’s employment needs. This supports the local economy while tourism and outside spending bring revenue to support community needs. The town has a higher than average median income supporting current economic trends. Policies that support local business development and retention helps to retain taxable sales and employment in the community and has a multiplier effect influencing income growth and allowing residents to develop livelihoods supporting town goals which benefit the community and further opportunities for maintaining town identity and growth.

TABLE 5.3.1 Employment Sectors

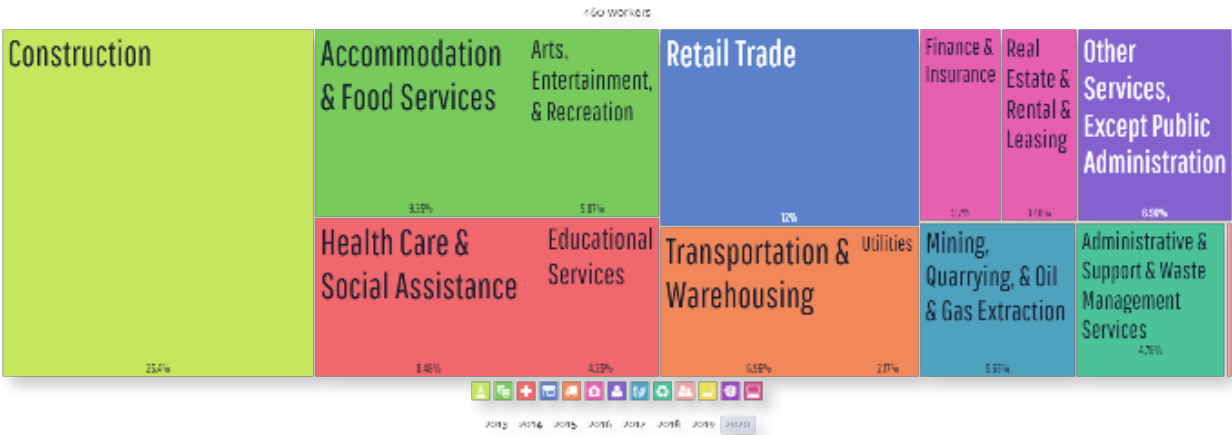
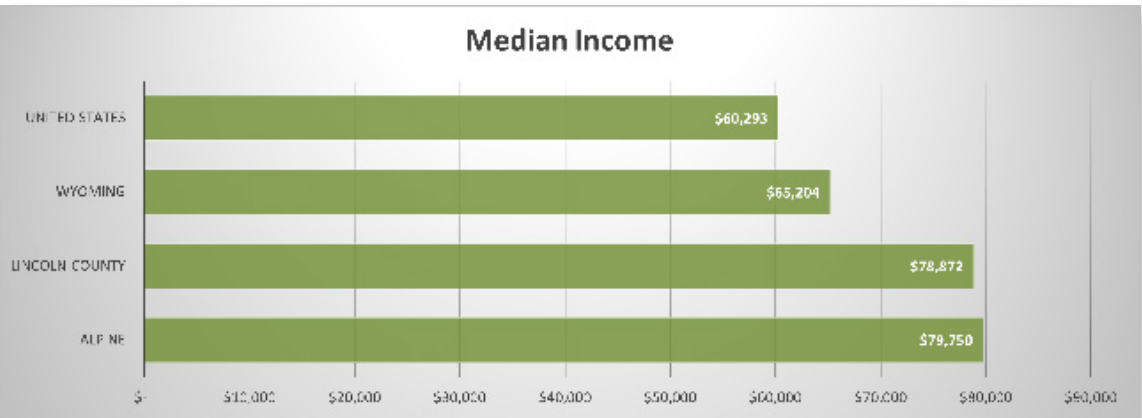


TABLE 5.3.2 Median Income



5.4 TOURISM & RETAIL DEVELOPMENT

The Town of Alpine benefits from its proximity to Jackson due to its location on US89 as a major tourist thoroughfare to Teton and Yellowstone National Parks. Alpine is also multi-seasonal recreation destination attracting significant tourism to the city and supporting local businesses and industries. The City of Alpine as a rural community has seen growth due to the trend of ‘Great Escapes’ communities with a focus on tourism, with low-paying service jobs, higher GDP, household incomes, which outpace their rural peers . Since 2010 communities defined as “Great Escapes” have seen more success compared with other rural counties, due to the amenities and tourism that are nearby. Other trends supporting this was the growth due to the COVID-19 pandemic as individuals and families moved to rural areas due to the effects and reaction the pandemic.

When visitors come to a city, they patronize local businesses, meet residents, and explore the area. By enhancing these experiences, visitors may be encouraged to invest in the city, whether it’s by buying a home, pursuing local employment, starting a business, or simply visiting again in the future. The more positive experiences people have in Alpine, the more likely they are to make the city a part of their future planning.

5.2.1 AMENITIES

The Town has a number of strengths which support tourism and the ability to capitalize on a multi-season outdoor recreation and tourism, “Always Welcome in Alpine” helps to create a hometown feel and produce a welcome atmosphere for visitors. The proximity to the state, local and National Parks is a strength as the town develops its brand and attracts more visitors to the area. The outdoors and hunting industry are multimillion dollar industries for the State of Wyoming and the town’s proximity to state parks, rivers, lakes, and abundant large game animals offers an opportunity to develop as a locale supporting guided hunting and fishing with the associated hospitality and supportive businesses. The roadway (US 89) from Afton to Hoback Junction traffic volumes averages are between 1,000 to 2,500 vehicles per day (vpd)¹. Viswitors to the area have various recreational opportunities within Bridger National Forest, Palisades Reservoir, and along the Snake River with its nearly year-round visitor traffic.

\$2.9 Billion was spent in Vistor Spending in 2021
#1 in outdoor recreation per capita
#2 Industry in Wyoming is Tourism
41% Increase in State Parks Visitation
Anglers spend \$612 million annually in-state

Zoning, which supports the furtherance of the town’s commercial areas and supports the town’s current retail, hospitality and tourism industry needs to be carefully considered to develop and maintain the small town feel that the community expects. Focusing on small scale and local services will meet the requests of citizens and provide local growth.

7.9 million visitors to Yellowstone and Grand Teton National Parks in 2021

Placemaking and wayfinding need to be included in the future planning efforts to encourage the development of distinct areas in the city which attract business and support current business enterprises. The creation of areas which are interconnected with trails enhances the unique natural history of the area. Establishing standards for development assists with the development objectives of creating a unique and vibrant area where commercial and mixed uses can be developed. Wayfinding needs to be included in the planning process to help to direct individuals to areas of interest and the business district in town. This supports local businesses while creating a welcoming feeling for visitors. The usage of signage at the entrance to town engages and creates a sense of place while also directing visitors to services and amenities helping to capture taxable sales and build the towns commercial and other amenities for visitors as waypoints during their travels through the area.

Alpine’s scenic location and proximity to Jackson/Teton County market creates a demand, while making the area an attractive place for individuals who live and work in the service industry locally and in Teton County. The town’s core small businesses are the foundation of the town’s tax base. Concentrating commercial development in the designated areas will help maintain Alpine’s small town identity while offering areas with mixed use vibrancy.

The creation of a business expansion and retention (BRE) program supporting existing and new businesses strengthens the goal of increasing business success and job retention while increasing taxable revenue for the town.

While the town’s population will continue to grow over the next decade with in-migration and potential annexations. Shifts in growth will help to drive policies which guide the development of retail and services for the community. Planning for future retail should involve maintaining the existing core commercial area that serves both the local community while seeking to expand jobs and capturing revenue from visitation to the area. Commercial growth will develop around existing neighborhood scale retail, which provides personal services, food services, gas and lodging and general retail purchases for the area.

GOALS AND OBJECTIVES

GOAL 1: Develop favorable zoning policies which assist the expansion of commercial and retail development and strengthen existing commercial areas.

¹ Wyoming Department of Transportation, Corridor Characteristics, Corridor 2, 2021

Objective: 1.1: Develop and create areas in the town to allow commercial activities which can generate an increase in local and tourist spending.

Objective 1.2: Focus on placemaking and development which enhances the character and nature of the township encouraging connectivity.

GOAL 2: *Utilize the available economic development tools and incentives to support economic development goals.*

Objective 2.1: Establish a business retention and expansion program to assist local businesses with workforce development and growing to meet local needs.

Objective 2.2: Utilize Wyoming Business Resource Council (BRC) funding to support town infrastructure development and local job growth.

Objective 2.3: Identify opportunities for expansion of hospitality, hotel, motel, overnight rental, to encourage increased tourism.

GOAL 3: Identify resources to assist with Placemaking.

Objective 3.1: Utilize Wyoming Business Resource Council Main Street program tools to enhance main commercial zone.





Chapter 6: Recreation

Alpine is located among numerous recreational opportunities that drive the town culture, lifestyle, and tourism industry. While the limited privately owned lands make some community issues much more challenging the recreational opportunities are a key element of Alpine's culture, and they provide a significant asset for the Town.

RECREATION GOAL: *Support the development of new public parks and trails, facilities, amenities, and activities, as well as the enhancement of existing recreational areas and activities.*

Objective 1: Promote a sustainable Town-wide parks and recreation, open space, and trails system.

Strategy 1.1: Develop a Town-wide Parks and Trails plan to address current and future needs, and identify strategies related to parks and recreation, natural and cultural resources, open space, and trails.

Strategy 1.2: Explore formation of a Recreation District to fund and implement parks and open spaces and provide ongoing recreation management.

Strategy 1.3: Provide incentives to encourage landowners and/or developers to dedicate public easements or right-of-way, expand existing parks and open space opportunities and create new connections for trails and pathways.

Strategy 1.4: Support new programs for Town youth, such as agricultural education, in collaboration with other community groups and local schools.

Strategy 1.5: Actively seek various types of grant funding and other available sources to support recreation and conservation programs.

Objective 2: Ensure public land access and opportunities to recreate year-round.

Strategy 2.1: Collaborate with Federal and State agencies (IDFG, BLM, US Fish & Wildlife Service) and Tribes to coordinate public recreational use activities, as well as opportunities for enhanced habitat and wildlife preservation.

Strategy 2.2: As part of Town-wide parks and open space planning, identify recreational opportunities (trails, picnic areas etc.) and programs (winter sports activities, nature hikes etc.) that enhance use of public lands.

Strategy 2.3: Collaborate with recreational users to determine appropriate regulations for trail use (motorized v. non-motorized, size of ATVs etc.).

Objective 3: Utilize trails for habitat and wildlife preservation and as recreational areas.

Strategy 3.1: Collaborate with appropriate agencies to identify opportunities for enhanced habitat and wildlife preservation and recreational opportunities.

Strategy 3.2: As part of Town-wide parks and open space planning, assess potential to improve access to Town reservoirs, provide appropriate regulations regarding RV, camping and boat usage and address public concerns.



Chapter 7: Natural Resources

The Town is rich with natural resources such as forests, water, wildlife, mining, and other natural resources.

There are two major drainages in Town of Alpine. The Snake River flows westerly into the Palisades Reservoir in the central part of Alpine. The Grey's River flows north to merge with the Snake River on the west side of Town.

The Caribou-Targhee and Bridger-Teton National Forests on either side of Alpine provide opportunities and constraints for the Town. Working with Federal and State agencies will be critical to Alpine's success.

Key Natural Resource Concerns

- » Conservation of rivers, reservoir, forests and wildlife.
- » Public access to natural resource areas.

Goals, Objectives, and Implementation Strategies
NATURAL RESOURCES/HAZARDOUS/SPECIAL AREAS GOAL: Conserve the Town's natural and cultural resources as a quality of life and economic development resource.

Objective 1: Ensure citizens are informed and engaged about decisions related to natural and cultural resources.

Strategy 1.1: Ensure that new developments, with a potential to impact on the natural environment and resources of the Town, provide required public noticing prior to integration into the Town.

Strategy 1.2: Collaborate with soil conservation districts, Wyoming.

Department of Agriculture, U.S. Department of Agriculture (USDA) and Extension Services to educate the public regarding Best Management Practices for maintaining the quality of natural resources.

Strategy 1.3: Coordinate with Wyoming Fish and Game (IDFG) and other appropriate agencies and organizations to manage hunting and fishing activities, to protect wildlife migration corridors and habitat.

Objective 2: Maintain access to natural resources for multi-model transportation options (pedestrian, bicycle, and motorized vehicles).

Strategy 2.1: Develop local and regional trail networks that connect Town amenities to natural resource areas.



Chapter 8: Public Infrastructure

Goals, Objectives, and Implementation Strategies

PUBLIC SERVICES, FACILITIES, UTILITIES GOAL:

Provide efficient and reliable services and facilities, in collaboration with other public entities, to support Town residents and visitors.

Objective 1: Support public services to meet the needs of a growing population and provide and maintain municipal facilities that adequately serve the needs of Alpine residents and business.

Strategy 1.1: Locate municipal facilities strategically to serve all existing and anticipated neighborhoods and development areas.

Strategy 1.2: Evaluate the needs of municipal facilities approximately every two years.

Strategy 1.3: Evaluate impact of population growth on landfill, potential recycling programs and other appropriate measures to address Town and environmental considerations.

Strategy 1.4: Maintain serviceability of communication systems including broadband Internet, telephone, and cable.

Strategy 1.5: Ensure electric power and gas transmission corridors are considered in land use planning decisions and minimize the adverse impacts of transmission corridors in the Town.

Strategy 1.6: Encourage best practices for accessibility in public buildings and Town facilities.

Strategy 1.7: Conduct an annual review of town priority list and annually update the capital improvement plan.

Objective 2: Coordinate with public utility and service districts, as well as emergency services (i.e., sheriff, fire/ambulance districts, police) for future growth to enhance access and safety.

Strategy 2.1: Evaluate public safety (police, fire/EMT) service to all areas of the Town and assess levels of service for areas experiencing population growth.

Strategy 2.2: Engage and invest in planning and maintenance of emergency preparedness and disaster response systems.

Strategy 2.3: Collaborate with cities and special districts to consider efficiencies in consolidating services and jurisdictions.

Strategy 2.4: Facilitate public and private partnerships, to address safety concerns related to canals, wildfire, and other natural resource related issues

Strategy 2.5: Add zoning provision to require adequate emergency vehicle access to new developments.

Objective 3: Develop and maintain a progressive trash and recycling program that encourages sustainability and limits contribution to landfills.

Strategy 3.1: Expand recycling programs and re-evaluate trash collection and disposal programs periodically.

Strategy 3.2: Require commercial entities to establish recycling programs.

Strategy 3.3: Develop town purchasing policies to encourage the use of recycled materials.

Objective 4: Maintain and expand a stormwater management program that protects the health and safety of the public and can accommodate new growth.

Strategy 4.1: Identify and avoid development in flood-prone areas.

Strategy 4.2: Require adequate flood proofing of basement walls or pumping mechanisms. Developers and homeowners' associations should assume the costs of these systems.

Strategy 4.3: Identify needed improvements to the City's drainage system management through the Stormwater Management Plan.

Strategy 4.4: Maintain a cost-effective and environmentally friendly city-wide drainage system and encourage appropriate stormwater management solutions as the city grows.

Objective 5: Provide adequate and reliable utility services and distribution to all residents and businesses in a cost-effective manner.

Strategy 5.1: Ensure that new development includes adequate water, wastewater, storm drain and other utility services as a condition of approval.

Strategy 5.2: Maintain active collaboration with utility companies to provide consistent utility services throughout the city.

Strategy 5.3: Encourage utility companies to locate facilities and distribution outside of washes, drainage easements and open spaces and continue the undergrounding of all utility lines and conduits.

Strategy 5.4: Identify areas that will be attractive to businesses that need high-speed communications and internet and ensure the delivery of adequate services to these areas.

Strategy 5.5: Complete water master plan with Wyoming Water Development Commission (WWDC) support.

Objective 6: Protect water quality, sources, groundwater, and surface water supplies.

Strategy 6.1: Consistently work with state and local water agencies to ensure that the providers are meeting all water quality standards.

Strategy 6.2: Take appropriate measures to ensure new developments accurately project water use needs when purchasing water rights and ensure that new growth pays its own way when extending water and wastewater systems through fees and the allocation of service delivery costs.

Strategy 6.3: Reduce surface water pollution by consistently monitoring stormwater runoff and adhering to stormwater management best practices.

Strategy 6.4: Develop an educational program for residents and businesses to promote best practices on water usage and preventing pollution.

Objective 7: Develop and maintain strategic partnerships with outside entities that will improve the provision of public services and meet the needs of Alpine.

Strategy 7.1: Maintain working cooperation with adjacent communities and entities that provide public services lacking in Alpine including public safety, libraries, senior services, childcare and recreation centers.

Strategy 7.2: Hold an annual Alpine services summit with all service entities to review and report on activities and upcoming plans.

Objective 8: Preserve a school site in Alpine to serve future educational needs of the Town.

Strategy 8.1: Maintain a partnership with the Alpine School District to optimize school services and facilities offered in Alpine.

Strategy 8.2: Preserve the future school site to meet future educational needs in Alpine.

Objective 9: Support the needs of Town's youth through collaboration with school districts.

Strategy 9.1: Coordinate with the school districts on population projections and potential land expansion needs, and the potential for school district consolidation.

Strategy 9.2: Analyze the needs of districts' students for safe routes to school, in coordination with Town cities and school districts, to examine and support opportunities for expansion of bicycle and pedestrian paths that support students school access

Strategy 9.3: Encourage best practices for accessibility in public schools.

Appendix A - Population Data
Appendix B - Town Survey 2022
Appendix C - Public Comments Summary
Appendix D - 2022 Town Survey
Appendix E - Transportation Alternatives Plan 2019



Alpine Wyoming

Toquerville City General Plan 2024





Acknowledgments

Toquerville would like to thank the many individuals who contributed to the Toquerville City General Plan 2023. We wish to acknowledge:

MAYOR	
Justin Sip	

CITY COUNCIL	
Gary Chaves	Joey Campbell
Wayne Olsen	Todd Sands
Chuck Williams	

PLANNING COMMISSION	
Stacey Eaton	Dean Haymore
Gary Tomsik	Angela Harrison
Valerie Preslar	Tyley Perkins
Jenny Chamberlain	

STEERING COMMITTEE
The Steering Committee was comprised of area residents and city representatives.

STAFF
Afton Moore - City Manager Darin LeFevre - Assist. City Manager/Planning and Zoning Admin Ryker Steglich - Planning and Zoning Official


SUNRISE ENGINEERING


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Appendix A – City Survey Results.....I



Chapter 1: The Plan - An Introduction

THIS GENERAL PLAN:

- Provides a framework for creating the Toquerville of tomorrow.
- Highlights key issues to consider as the community plans for growth.
- Lays the foundation policymakers use when assessing decisions and directs the efforts of staff.
- Guides the approach to each element addressed: land use, transportation, housing, historic preservation, recreation, and public safety and utilities.
- Establishes a vision with priorities, goals, and strategies to achieve that vision.

AUTHORITY

Utah Code 10-9a-401 requires that “each municipality shall prepare and adopt a comprehensive, long-range general plan for:

- Present and future needs of the municipality; and
- Growth and development of all or any part of the land within the municipality”

These general plans are to promote the health, safety, and welfare by creating orderly and responsible development. “The municipality may determine the comprehensiveness, extent, and format of the general plan.” UCA 10-9a-403(2) The plan should be updated every five years and reviewed and amended as necessary to ensure the document remains consistent with the city’s vision and direction.

HOW TO USE THIS PLAN

The effectiveness of the plan depends on its use. Utah State Code advises that decisions are consistent with the plan. Toquerville has experienced significant growth, has sizable developments already approved, and is projected to continue to see rapid growth. Responsible planning is the key to shaping this growth in a way that is both desirable and fiscally sound.

Suggestions to make the plan an impactful part of the community:



Review decisions against the goals, objectives, strategy, and overall vision of the general plan.



Cite the general plan goals in staff reports.



Review the goals and strategies. This General Plan is intended to be general, which leaves discretion to the city council and city staff and administration on how to achieve the goals. Many of the goals can be achieved through a variety of actions. Staff, administration, and the city council will need to determine what steps will work best to achieve those.



Set benchmarks to complete these goals with target completion dates.



Keep the plan relevant through amendments. Growth happens. A change in market conditions, a new school, relocation of a major employer, or new development may impact the growth trajectory and vision.

CREATION OF THE GENERAL PLAN

This plan was created in consultation with Toquerville residents, the stakeholder committee, Planning Commission, City Council, and city staff. The City contracted with Sunrise Engineering to engage the public, gather input, and assemble the plan. Utah State Code requires the planning process to use public participation through adequate public notice and open public meetings. Nearly 120 individuals responded to a community survey sent out to residents. This survey was noticed through utility billing, email, website, social media, and posted at city hall. A public hearing was held at Planning Commission in November, 2022 to share the results of the public survey.

General Plan Update Process



Data Collection

Land use inventory – An assessment of zoning and land use patterns within the city's corporate boundary and potential annexation areas.

Traffic circulation and patterns.

Collection of data.



Community Preferences Survey

A survey of the citizenry was conducted to determine opportunities, constraints, and preferences.



Public Open House

The city sponsored an open house to gather feedback, including preferences to conceptual preferred alternatives outlining various approaches to growth management.



Staff Review

Sunrise Engineering also worked closely with staff to analyze input.

Throughout 2023, Sunrise worked to update the general plan to reflect the vision, priorities, and goals outlined by residents. The themes obtained from the survey and visioning were used to drive the creation of the vision and goals of the plan.

Sunrise Engineering drafted an updated general plan based on the goals and vision.



Review

This draft was presented to staff and the Toquerville Planning Commission and City Council to obtain input. Residents were encouraged to participate.

The updated general plan was presented by Sunrise Engineering to the Toquerville Planning Commission and City Council at a public hearing for final comment and adoption.

The City of Toquerville's policies, with regard to consistency, review, and update of the General Plan are as follows:

1. The General Plan and the Zoning Ordinance shall conform to one another.
2. The General Plan will be comprehensively reviewed at least every 5 years or when major changes occur in the community.
3. The City Council and Planning Commission are committed to let zoning and other development proposals be governed by the General Plan.
4. All zoning and land use decisions, including the development of streets, parks, utilities, and the provision of public services, shall be consistent with the General Plan and associated Master Plans, including its maps, goals, and policies.
5. All zoning and land use proposals in conflict with the General Plan should not be supported.
6. Any proposed deviations from the General Plan require that the General Plan be reviewed and amended in advance through a public hearing process.



Chapter 2: Community Context

Toquerville is a picturesque city located in southwestern Utah in Washington County. With 1,870 residents as of the 2020 Census, the State of Utah classifies Toquerville as a fifth-class city. The city is primarily residential and is located along Highway 17, also known as Toquerville Boulevard. Toquerville is located approximately 20 miles northeast of St. George, 10 miles west of Zion National Park, and 30 miles south of Cedar City. Immediately to the south of Toquerville is the City of La Verkin.

The City has a semi-arid climate, with hot summers, mild winters, and minimal annual precipitation. The region has unique topography and geography, with scenic vistas of the Pine Valley Mountains and Toquerville Hill amidst black lava rock and red rock ridgelines. The Ash Creek gorge and La Verkin Creek run through town, providing vegetation in its surrounding riparian habitat. The city's desert location makes it home to vibrant desert skies and starry nights.

COMMUNITY BACKGROUND AND VISION

Toquerville was incorporated as a town in 1917. It is named after Paiute Chief Toquer, who lived in the area prior to the

arrival of the Mormon pioneers. The town grew rapidly in early years of pioneer settlement before remaining steady for several decades. The population began to rise around 1980, tripling from 1980 to 2000 and then doubling from 2000 to 2020. Projections anticipate a high growth rate to continue.



Residents enjoy a community with strong neighborhoods and a family-friendly atmosphere. A number of historic homes and buildings connect residents to the city's pioneer heritage. Residents overwhelmingly support maintaining the look and feel of the community and suggest this is why they chose to make Toquerville home.

DEMOGRAPHIC SNAPSHOT

As of 2020 Decennial Census, the population was 1,870. Under Utah State Code 10-2-301, as of 2023, Toquerville is classified as a 5th Class city.

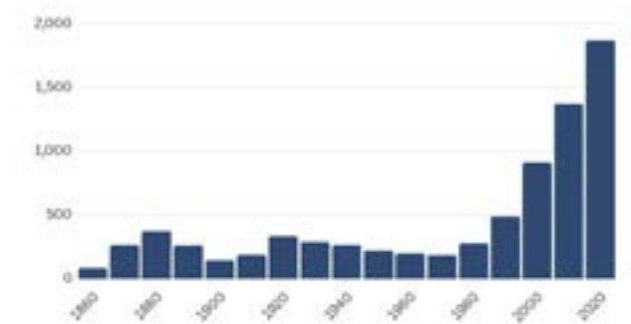
Utah Municipal Class System¹

Class	Population
Town	Under 1,000
5th Class	1,000-9,999
4th Class	10,000-29,999
3rd Class	30,000-64,999
2nd Class	65,000-100,000
1st Class	Over 100,000

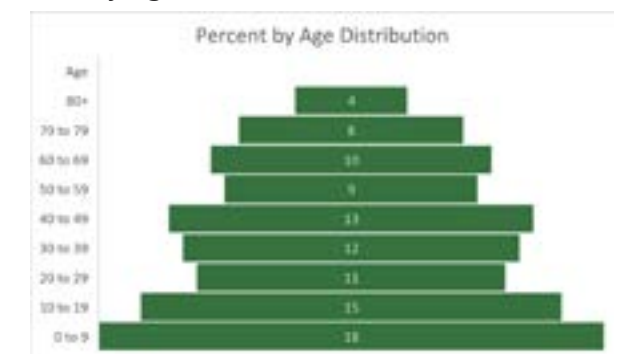
Historical Population Growth - Toquerville City¹

Census	Population	%+-
1860	79	-
1870	264	234.2%
1880	371	40.5%
1890	260	-29.9%
1900	144	-44.6%
1910	186	29.2%
1920	331	78.0%
1930	228	-13.0%
1940	263	-8.7%
1950	219	-16.7%
1960	197	-10.0%
1970	185	-6.1%
1980	277	49.7%
1990	488	76.2%
2000	910	86.5%
2010	1,370	50.5%
2020	1,870	36.5%

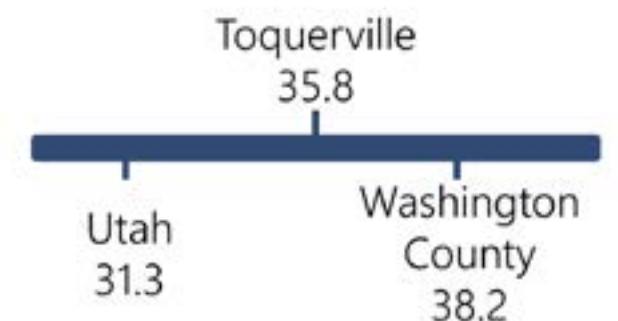
Population Growth¹



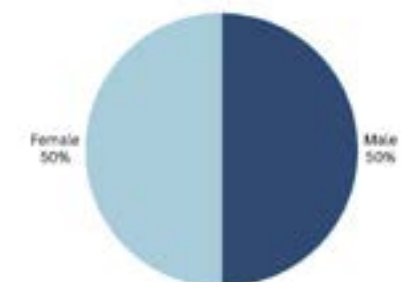
Percent by Age Distribution¹



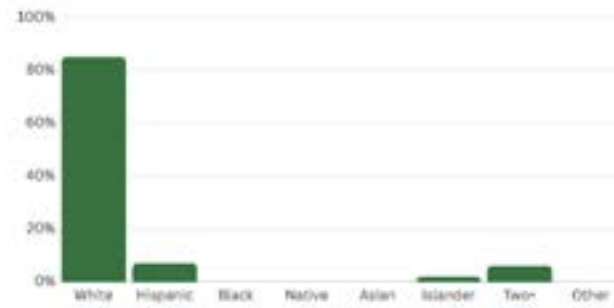
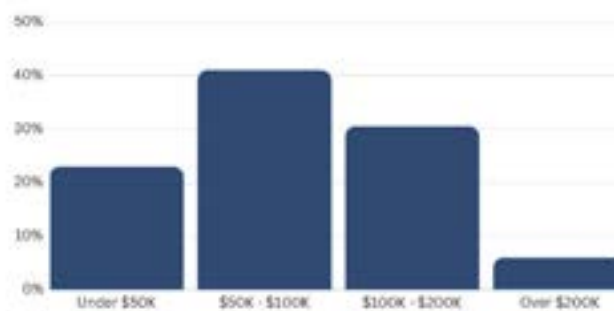
Median Age¹



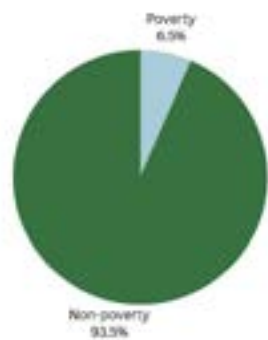
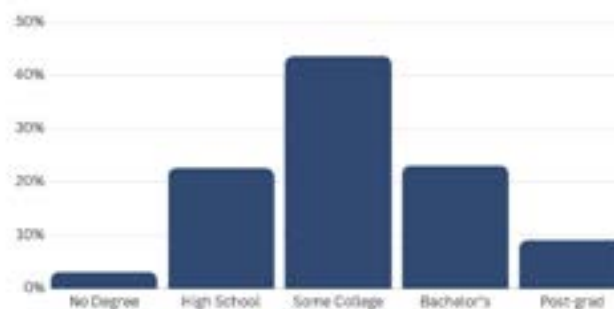
Gender¹



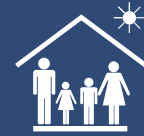
¹<https://www.census.gov/programs-surveys/decennial-census.html>

Race and Ethnicity Percentage¹Household Income¹

Median household income: \$80,357
Median per-capita income: \$31,392

Poverty (Children under 18)¹Educational Attainment¹Housing¹

WHO WE ARE

**A Family-Friendly Community**

Strong residential neighborhoods comprise the majority of the city, with single family detached homes, yards, and city parks.

**A Connected Community**

Parks and trails connect neighborhoods. The city is rather compact, nestled in a valley along the highway.

**Surrounded By The Great Outdoors**

From Toquerville Falls to Babylon Arch and the nearby Zion National Park, the natural recreational amenities of the region help make this place home.

**A Shared Sense Of History**

Interspersed throughout the community, historic residences and buildings connect the city to its past.

**A Growing Community**

In coming years, the city will welcome new residents, schools, shops, and opportunities.

THE FUTURE

Land Capacity Analysis

The historic city is constructed in a relatively flat verdant river valley. Much of the surrounding area is buildable, however there are topographic constraints and considerations that affect the transportation grid layout and often require

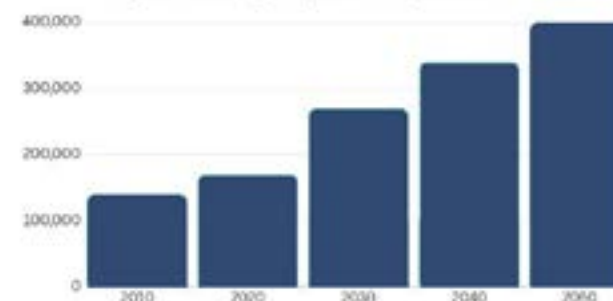
mitigation measures. The soil near Ash Creek is sandy, while much of the land east of Highway 17 is lava fields with black soil and steep slopes. Most development will occur west of the historic city center, where a gradual slope rises about 300 feet over 2 miles until reaching the western municipal boundary at I-15.

Based on the Washington County Area Soil Survey, the region is characterized by fine sandy soils, typically 8-20 inches deep, with a reddish-yellow hue. These well-drained soils extend until they encounter shallow bedrock. The area features slopes ranging from 2 to 20 percent and elevations varying between 2,700 and 4,000 feet. Native vegetation in this desert landscape consists of shrubs, forbs, grasses, and cacti.

Anticipated Changes

Growth models predict continued growth for the region. The city has a unique opportunity to capture new growth and business opportunities while protecting the historic nature of its residential core. The city can do this by focusing new development in two areas:

- Toquerville Bypass Road: By bringing new housing and development to the area around the Bypass Road, traffic concentrates away from the historic center.
- Anderson Junction: Housing, jobs, and shopping in the Anderson Junction area is only 20 minutes away from St. George, Utah Tech University, and St. George Regional Airport. Additionally, I-15 has an average daily traffic volume of 28,000 which enhances the economics of new commercial near the intersection.

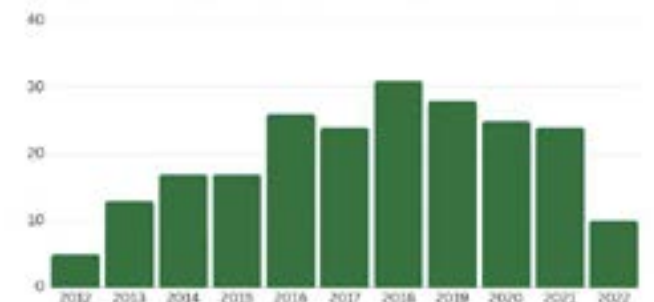
Existing Conditions²**Washington County Projected Population Growth**

² Kem C. Gardner Institute <https://gardner.utah.edu/demographics/population-projections/>

³ Toquerville City internal records

Growth projections show substantial regional growth in coming years. Regional growth will create added growth pressure on Toquerville. Maximizing public policy preferences is an important goal of this General Plan. The land use policies of today impact how that growth occurs, and to what extent the City can develop in line with public preferences.

Over the past ten years the number of new single family home building permits have seen an annual average increase, with a drop in 2022 likely due to changes in the broader housing market. This trend of increasing numbers of single-family building permits is poised to increase, especially with the approval of the Firelight community.

Number of Single Family Dwelling Building Permits³

The Firelight Community is a new development approved in the fall of 2022 that will bring significant growth to the west side of the city along the new bypass road. The development is situated on over 1500 acres of land and includes a range of housing types, active adult (55+) housing, mixed use, commercial, and resort uses. It will be constructed in several phases over a series of years. The Development Agreement includes a Master Trails Plan, Master Park Plan, Land Use Map, and a distinct permitted use table, which outlines the range of permitted uses by commercial planning area (CPA).

SCENARIOS

Each land use and policy decision comes with tradeoffs and scenario planning helps a community sort out their preferences. At the beginning of the General Plan process, a survey was sent out to households throughout Toquerville. Survey responses indicated several trends and preferences among respondents, including support for:

- Agricultural Land and Open Space Preservation

- Single-Family Homes / Larger Lots
- Trails and Bike Infrastructure
- Recreation Projects
- Parks Improvements
- City Services (Police and Fire)
- Clustered Commercial Development (Bypass Road and Anderson Junction)

The surveys highlighted concerns, including:

- Tourism Management (Short-term rentals and hotels, disfavor toward additional tourist-oriented facilities)
- Commercial Growth
- Water Use

Many of these public preferences are in opposition to each other. For example, while large lot development maintains a similar look and feel of the community, it requires the most amount of land, which results in greater loss of open space and agricultural land.

Tradeoffs



When new residential development is kept low, scarcity causes prices to rise. As the number of dwellings per acre are increased, the costs of infrastructure and services decrease

To better understand the tradeoffs, key themes from the survey were highlighted and residents were asked to select their top five (5) most important preferences (see figure 2.1).

Scenario Planning

How do we maintain our character?

Four conceptual scenarios were created to guide the conversation on how to balance the competing interests. Each scenario was designed to conceptually visualize the impact of using different land use policies to accommodate equivalent population growth. These scenarios were reviewed and discussed by the Stakeholder Committee and the public at a Public Open House in January, 2023.

*Each map is a conceptual visualization intended to demonstrate the themes, not identify which properties would be included.

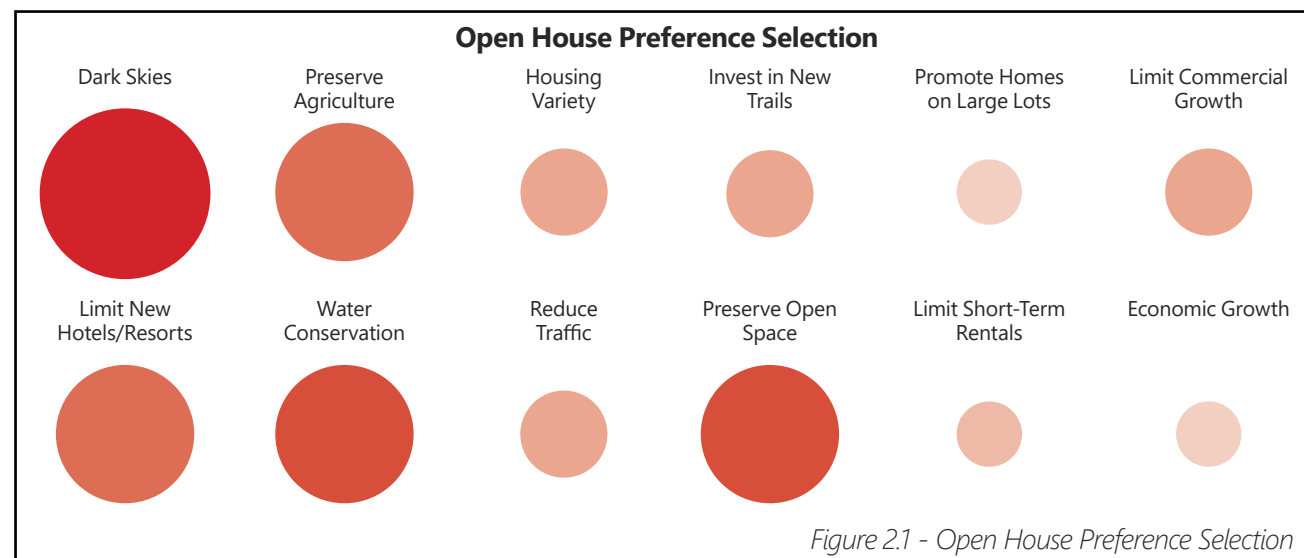


Figure 2.1 - Open House Preference Selection

Open house policy preference selection. Larger and more bold indicates greater frequency of selection.

Scenario 1



Scenario 1 – Inertia Model

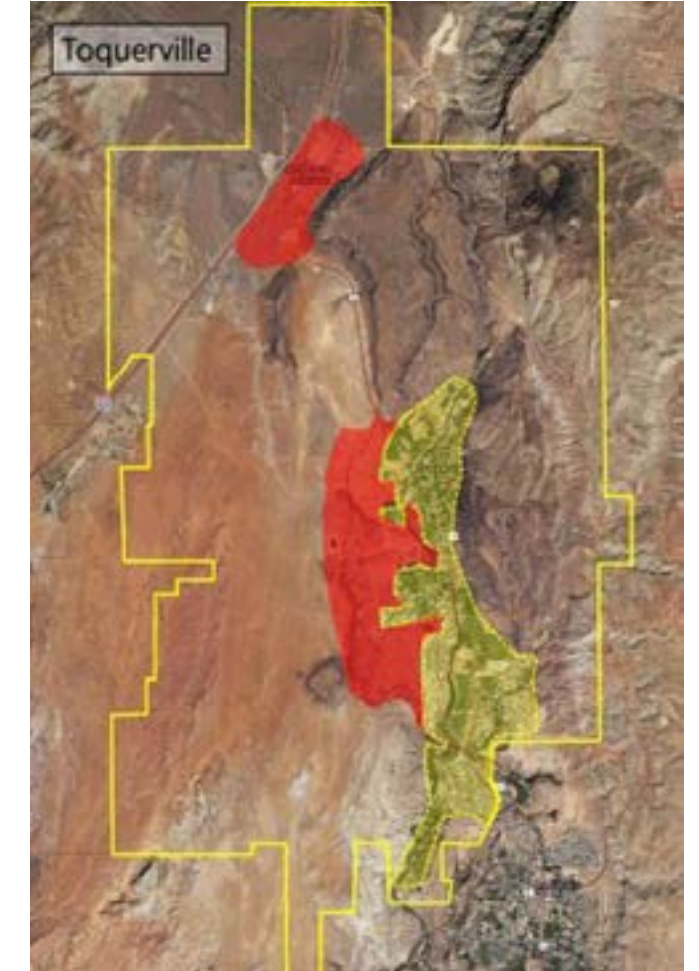
Features:

- Larger lots and single-family homes
- Commercial concentrated around Anderson Junction and Bypass Road

Considerations:

- Familiar streetscapes
- Requires the most space
- Land scarcity puts pressure for hillside and infill developments
- Highest likelihood of ag land loss
- Increased service costs per unit for municipal and other services
- Leaves little land for future generations
- Lack of housing affordability

Scenario 2



Scenario 2 – Some Concentration

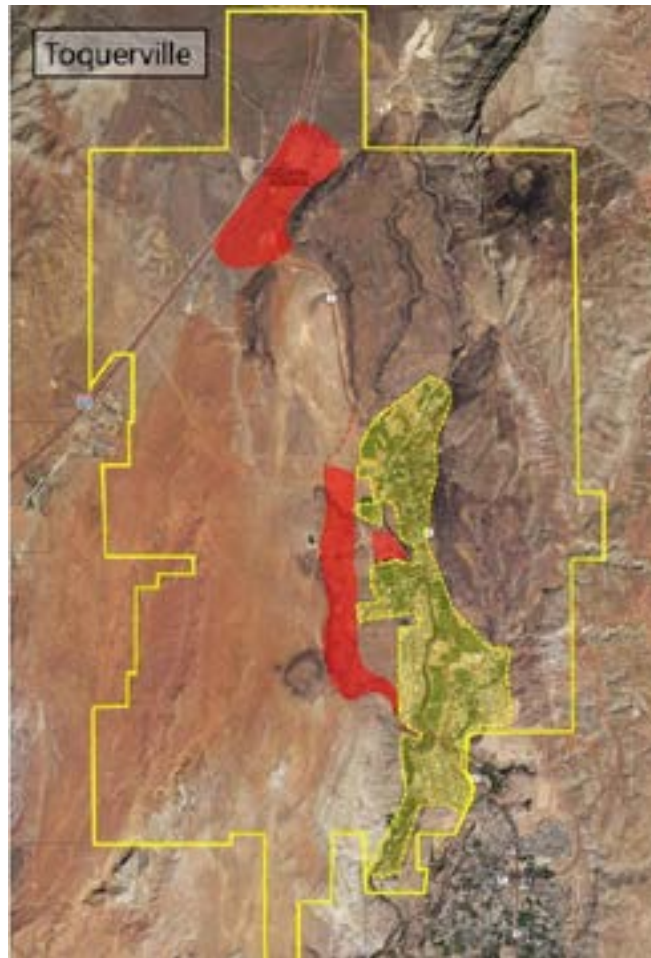
Features:

- Single-family homes with mix of lot size
- Clustered townhomes near freeway and/or bypass road provide more affordable housing options and reduce overall housing demand
- Commercial concentrated around Anderson Junction and Bypass Road

Considerations:

- Mostly familiar streetscapes
- Loss of open space with some ag land loss
- Reduced per unit costs for services, but greater costs than scenario 3 & 4

Scenario 3



Scenario 3 – Concentrated

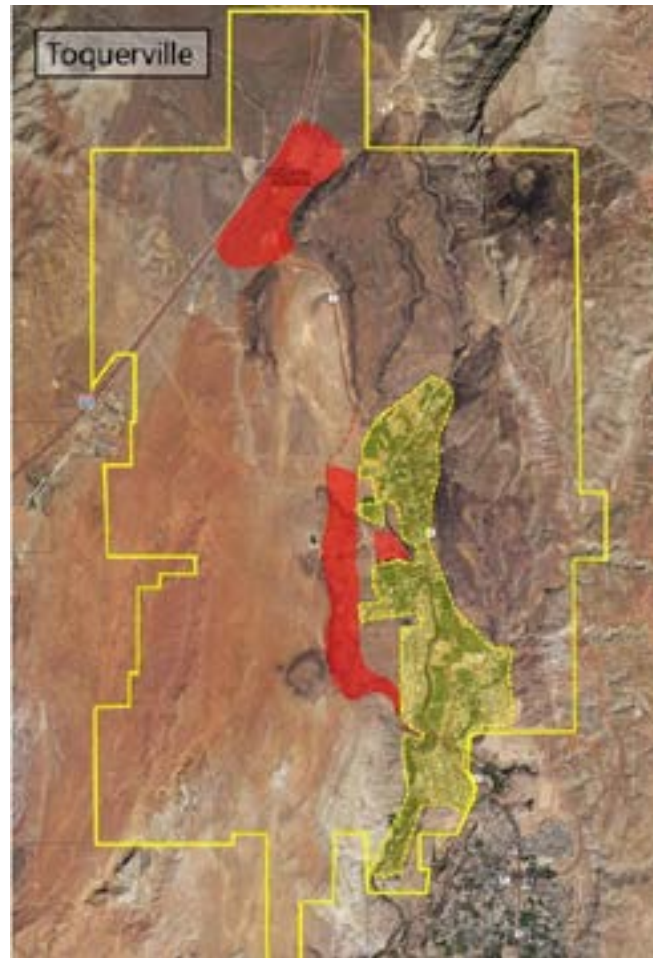
Features:

- Little change within existing city footprint
- Mix of single family, townhomes, and apartments along Bypass Road and Anderson Junction

Considerations:

- Maintains a significant amount of open space with expanded city footprint
- Costs to service new areas, however clustering reduces tax-payer burden
- New areas have a different “look and feel” than historic Toquerville
- Greater housing affordability

Scenario 4



Scenario 4 – Concentrated Infill

Features:

- Mix of single family, townhomes, and apartments
- Development occurs within existing city footprint
- Commercial in Anderson Junction, City Center, and some on Bypass Road

Considerations:

- Preserves the greatest amount of open space and hillsides
- Could utilize zoning tools, such as a TDR program, to preserve ag land
- Best fiscal choice—least amount of utility lines and road mileage per unit
- More space and resources available for new trails and parks improvements
- Walkable city core, reduced reliance on vehicle

Of the Open House attendees, twenty-five (25) people submitted preferences, which showed a plurality of opinions and a slight preference toward Scenario 3.

Scenario Preferences	Average Score
Scenario 1: Inertia	2.2
Scenario 2: Mid-Density	2.3
Scenario 3: High Density	2.6
Scenario 4: Infill	2.3

Creating a Vision

While the scenario planning indicated a slight general support for Scenario 3, the results represented a plurality of opinions, and land use goals and policies should be careful to address the breadth of vision residents hold. Feedback from residents voiced support for maintaining single family detached homes with ample yard space in areas already established with that development pattern and expectation. This policy supports the vision of residents who scored Scenario 1 highly.

However, there was also significant support for preserving open space by concentrating growth in new growth areas, and support for scenario 4, which includes concentrating growth in the existing city footprint to avoid growth in areas currently used as open space. These results were in line with the Community Survey which showed respondents indicated that six (6) factors stood out in their decision to live in Toquerville:

1. Quiet Community
2. Small Town Atmosphere
3. Prevalence of Open Space
4. Safe Environment
5. Dark Skies
6. Clean Air

It is important for residents to recognize and appreciate the diverse range of preferences that exist among individuals, as these preferences reflect the varied needs, values, and life experience of each resident. What may be in the best interest of one resident may conflict with that of another resident. In creating this General Plan, the city seeks to balance those preferences and their tradeoffs and maximize its ability to meet the needs of a varied and growing population.

GOALS AND STRATEGIES**Understanding the Goals and Strategies**

The goals and strategies lay out a path forward. The City should take actions to work to achieve the goals and further the vision laid out in the General Plan. However, just because an action would be aligned with one of the goals, does not mean the city is obligated to pursue it. The City maintains discretion as to the timing and methods of pursuing a goal.

Annual Review

Achieving the goals requires concerted effort and broad support. Each year staff and Council should review the goals, efforts implemented in the past year to advance those goals, and concrete steps for the current year. The Council may set goal priorities and can use its legislative power to amend the goals and strategies as new realities impact the desirability of certain policies, goals, and strategies.

Staff Usage

Staff should consider what efforts need to be made to achieve and advance the goals. A best practice is to cite applicable General Plan goals in Staff Reports for projects reviewed by Planning Commission and City Council. This will help decision-makers consider the impact on the General Plan when reviewing applications and city actions.



Chapter 3: Land Use Element

OVERVIEW

Toquerville affords a high quality of life that residents want to maintain. Residents cherish the smalltown charm, scenic mountain vistas, quiet streets, neighborly communities, and vibrant night sky. Land use policies wield substantial influence in shaping the community and preserving this way of life. These policies are outlined in this chapter and encompass crucial aspects such as protecting the night sky through lighting ordinances, containing growth areas, preserving open space, growth management in a way that preserves the geographic heart of Toquerville's look and feel, walkability, and housing. These policies should drive decision-making with careful consideration to the anticipated fiscal impact of policy choices.

The land use element in the general plan is required by state statute. It provides a vital reference guide for city leadership. It plays a pivotal role in crafting future land use patterns and development. The formulation of land use goals stem from public participation, through the use of scenario planning. These goals serve as a compass for achieving the desired

development scenario. Careful consideration should be paid to achieving the goals, strategies, and actions of this element.

PRESENT CONDITIONS

As of 2023, land uses within Toquerville consist primarily of low-density residential, agricultural and agricultural residential, boutique commercial, and natural or otherwise undeveloped land. In 2020, the city had 648 housing units, with ongoing development predominantly focused on new single-family detached homes largely occurring on the western and southeast areas of the city. Most single-family homes occupy lots ranging from approximately 12,000 to 20,000 square feet. Open space areas located north and east of Toquerville are typically mountainous and generally fall under the jurisdiction of government agencies, primarily the Bureau of Land Management (BLM) and State Trust lands (SITLA). Development is progressing to the south, although limited availability of developable land exists due to proximity to neighboring La Verkin City. The most substantial growth potential for the city lies on the west side, which has received approvals for a new master planned community.

CURRENT LAND USES

Much of the city comprises single family detached homes. These neighborhoods have two broad categories of zoning designations—single family residential and agricultural. The following describes zoning classifications presently located within the Toquerville Zoning Ordinance:

Agricultural (A-0.5, A-1, and MU-20)



Agricultural single family zoning has minimum lot sizes that range from half an acre and greater.

Residential (Single Family R-1-12, R-1-15, R-1-20, RM-1 and RM-2)



Residential single family zoning has minimum lot sizes that range from 12,000 to 20,000 sq ft.



Multifamily residential housing—RM-1 and RM-2—has a maximum of eight to ten units per acre.

Mixed Use (Historic District Overlay)



This overlay, when applied, could be used for adaptive reuse of historic buildings and greater flexibility in uses, including housing, along Toquerville Blvd.

Commercial (HC Highway Commercial, NC Neighborhood Commercial, PC Planned Commercial, M-1 Light Industrial, Extraction Industries Overlay)



This includes a wide range of commercial, retail, and light manufacturing uses as outlined in their respective zones.

Master Planned Development Overlays



A master planned development can include a wide range of housing types and uses. This is seen with the approved Firelight Development on the west side of the city. Uses range from single family detached homes to townhomes, apartments, and commercial development.

This planned community includes a wide range of housing types, including single family attached and detached homes, and commercial uses. The types of uses are laid out in an approved development agreement.

In addition to the standard zoning districts and zoning map, the Firelight Community has received approvals, including a signed Development Agreement. This agreement outlines land uses, which include residential development at low density (approximately ½ acre lots), medium density (approximately 1/3 acre lots), and high density (from ¼ acre lots to multi-family at 10 units/acre), active adult residential, mixed-use / resort development, and commercial.

UNDERSTANDING THE LAND USE MAP

The land use map serves as a guide for future land use decisions. It is not the city's zoning map. Unlike a zoning map, which details permitted uses and exact properties, this map represents a wide range of possible land use types and densities the city could pursue through zoning and the general area of where those zones could be located. The City Council maintains discretion to determine the exact location and type of zoning. An applicant is not entitled to any particular land use, density, or zone. While newly approved zones should be generally consistent with the map's overall geographical and land use themes, the map is not intended to be a parcel by parcel depiction of land use locations, nor prescribe specific zones. Please see the current Zoning Map for specific land use and parcel information.

Open Space / Agricultural
This area supports open space and agricultural goals. This can range from residential agricultural zoning (A-0.5 and A-1) to other zones that permit agricultural uses (such as the MU-20), open space, large lot residential (half acre to fifty acre minimums), and agricultural or open space related business.

Residential
This area primarily supports residential uses. This includes the R-1-12, R-1-15, and R-1-20 zones and any other similar zone created that supports single family detached zoning as well as the RM-1 and RM-2 zones, which permit attached housing.

Mixed-Use Residential
This area supports a mix of residential uses with limited commercial and other services. Zones could include the Historic District Overlay and any zone or overlay created in line with these goals.

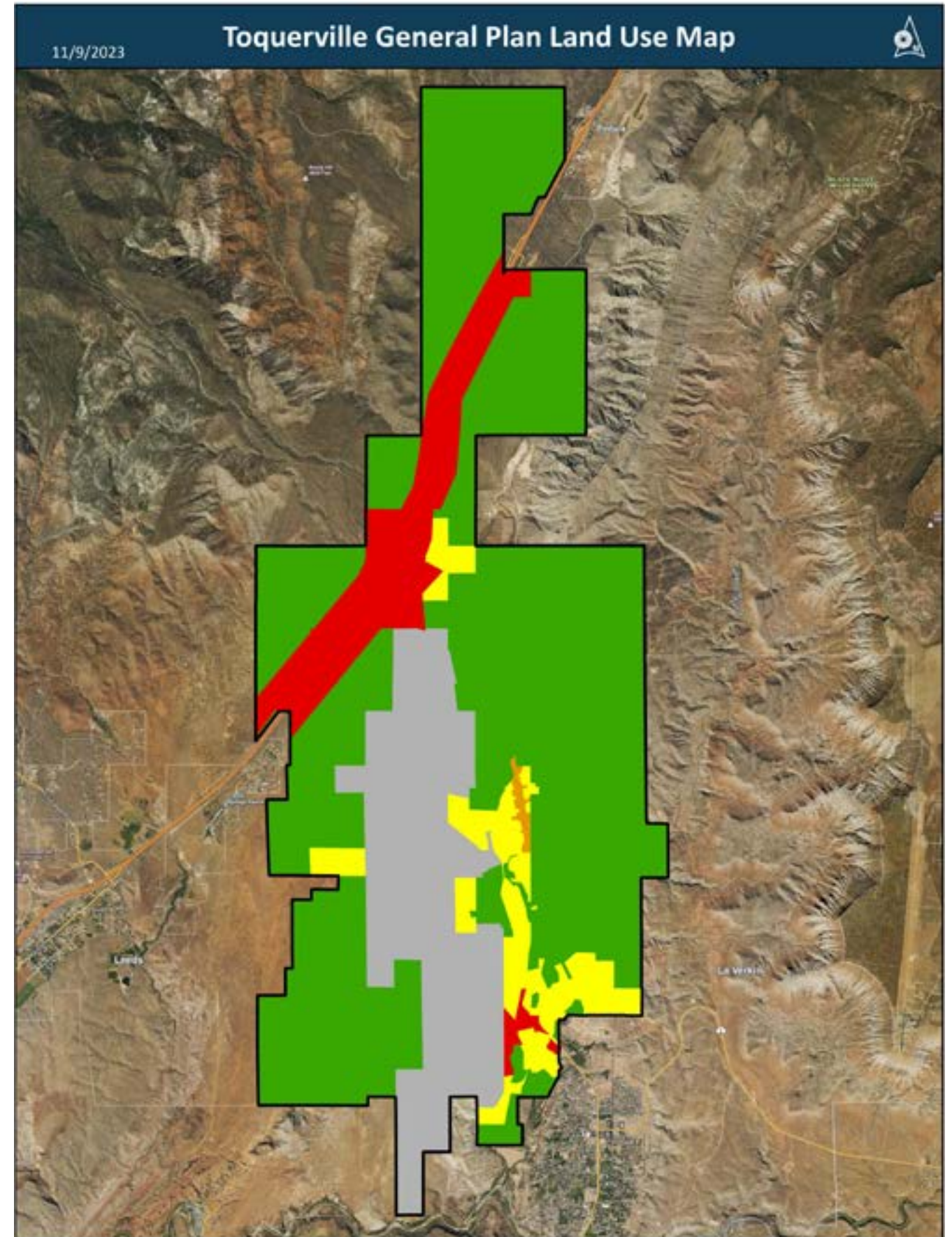
Commercial
This area supports a variety of commercial enterprises. This may include the HC Highway Commercial, PC Planned Commercial, M-1 Light Industrial, or Business Manufacturing zones, or any other similar commercial-oriented zone.

Master Planned Development Overlays
This area supports land use as outlined in approved overlay documents. Please consult any applicable development agreement for specific information. Permitted land uses may include a wide variety of land use types. The general principle is to promote a mix of housing types with supporting services.

***Public facilities permitted in any land use category**

A live version of the map can be accessed using the following web address:

<https://webaps.cloudsmartgis.com/ClientRelated/Utah/WashingtonCounty/Toquerville/ToquervilleZoningDistrictViewer/>



BALANCING GROWTH AND PRESERVATION

Residents of Toquerville are no stranger to change. From 2010 to 2020, Toquerville grew 36.5%¹. Projections anticipate continued growth, with the Kem C. Gardner Institute projecting that from 2023 to 2033 Washington County as a whole will grow by 39%, adding an additional 80,776 residents². As growth in St. George Metropolitan Area expands, demand increases for housing, employment, and economic growth toward the periphery of Washington County. The demand for rapid growth poses a challenge for residents who would like to maintain the current look and feel. The question becomes how do we accommodate growth in a way that enhances our community and preserves what we value?

Preserving the cherished smalltown atmosphere is a priority that drives this plan. Careful planning can channel growth in a way that is thoughtfully managed and aligned as much as possible with the values of the community. The community survey and scenario planning provided insights into how planners can best achieve the vision of protecting the current way of life while managing growth. When comparing the most important themes from the survey, four stood out:

- Protecting the night sky
- Agricultural preservation
- Open space preservation
- Water conservation

This data provides support for land use decisions that promote these four policy preferences. The results of the survey were consistent with the conceptual scenario plan preference survey, which indicated support for taking steps to preserve the look and feel of the historic city area while providing growth opportunities on the west side away from where current residents live.

Several policy positions came out of this public feedback, which are in line with best planning principles and outlined in this chapter and the corresponding goals. Residents prefer to reduce the impact of the population growth by using open space saving tools, which may include clustered developments or density bonuses with a mix of housing types to make the way for open space preservation. By bringing housing on smaller lots, including townhomes and other multi-unit housing, new development can be

more concentrated and support a higher population on a smaller footprint. This will help reduce loss of agriculture and open space. The concentrated development reduces water usage per capita for landscaping, while household water loss remains relatively low due to high recapture rates.

CONTAINING GROWTH AREAS – WEST SIDE GROWTH

The vision for the central and east areas of the city is to retain single-family zoning, with an emphasis on single family detached homes on larger lots. New development will be channeled to the west side, with the growth concentrated around the bypass road and toward I-15. This is portrayed in the Scenario Plan models, which show new growth concentrated out west, while much of the existing city remains relatively unchanged.

The land use goals of this general plan include an emphasis of keeping existing neighborhoods as is. In established single-family neighborhoods, zoning should be used to limit housing types and lot sizes to match the neighborhood. This will help preserve the small-town charm and keep existing neighborhoods minimally impacted by any regional growth. The process of changing zoning to allow a higher density, or “upzoning,” should only be employed when an area is adequately prepared for new development and the development is consistent with the general plan and policy goals of the city. Most of this will occur on the west side of the city, with minimal upzoning occurring in the historic heart of the city and eastern bench.

To ensure that the city can determine the nature of future growth on the west side, the annexation policy plan will be updated to reflect all future growth areas. This document puts neighboring jurisdictions on notice as to where the city intends to grow. If the city does not include this land, neighboring jurisdictions could include it in their own annexation policy plans and provide zoning designations that run counter to the desires of Toquerville residents. By including this land in Toquerville’s annexation policy plan, residents can be assured that their elected officials will exercise jurisdiction over future land use decisions in those areas.

COMPREHENSIVE PLANNING

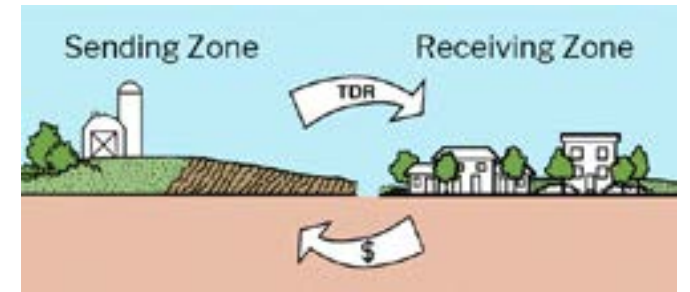
The west side of the city offers the rare opportunity for development of untouched land. This is land that has been open space and includes few barriers from the built

environment. It is crucial to carefully consider the provision of essential facilities to support the anticipated future growth in population, including educational institutions, places of worship, regional and local trail connections, areas for future commercial developments, parks, and other necessary services. While these services may not be immediately required, future population increases will undoubtedly warrant and demand their presence. Failure to allocate adequate space for future services may result in inconvenient placement on the city’s outskirts, reliance on neighboring jurisdictions for their provision, or result in the lack of a desired service altogether.

MAINTAIN OPEN SPACE



Growth on the western side of the city will bring development to an area that has historically been open space. The city may elect to employ zoning tools to maintain usable open space around new development. One mechanism is a planned unit development (PUD), which allows clustered housing, flexible lot sizes, or density bonuses in exchange for open space preservation. This zoning tool can be used to obtain space for and around neighborhood trails, to keep open space for aesthetic and recreational purposes, protect wetlands and habitat, and preserve access to hillsides and public land. Any PUD ordinance or multi-family zoning ordinance should include open space standards, with an emphasis on providing usable open space for residents. By clustering open space together in a way that is usable, the “look and feel” of an open desert landscape is maintained as much as possible.



A key component of policies toward open space is making open space accessible and visible. Fencing standards along trails, hillsides, parks, and open space can significantly impact the feel of the area. Fences that are see-through, such as wrought iron fencing, provide a sense of open space even though property may be under private ownership, in addition to enhancing public safety. Incorporating view corridor planning as part of trails and parks planning can improve the sense of place. The primary goal of view corridor planning is to safeguard and accentuate the scenic qualities of the park trail system. This may involve identifying key viewpoints or scenic overlooks and ensuring that development or land use decisions do not obstruct or otherwise compromise those views.

SENSITIVE LANDS



Part of open space policy goals include protection of sensitive lands. This includes hillsides, waterways, riparian and wildlife habitat, and culturally sensitive areas. 91% of survey respondents indicated support for protecting these lands through regulation. A sensitive lands ordinance addresses how to preserve and protect these areas. Toquerville encompasses land that falls within the designated FEMA flood plain area. In addition to meeting FEMA building requirements, mindfulness with open space placement along FEMA flood areas can reduce the risk of flooding and the amount of flood insurance residents pay.

¹<https://www.census.gov/programs-surveys/decennial-census.html>

²Kem C. Gardner, “State and County Projections,” <https://gardner.utah.edu/demographics/population-projections/>

HOUSING



The scenario planning process showed greatest support for Scenario 3, which emphasizes maintaining the status quo in the existing city core while establishing a mix of smaller lot and multifamily housing on the west side as a way to reduce the impact of and footprint needed to house the up-and-coming generation. Housing on smaller lots, including multifamily housing, is more affordable for both homebuyers and renters and reduces the per capita impact on the community. Flexible zoning tools that allow a mix of housing types lead to the creation of more cohesive communities, with a range of price points and house sizes that attract a diverse array of residents. Communities with a mix of housing types allow residents to age in place, as local housing options can fit the differing housing needs an individual or family may need over time. Additionally, these communities provide social connection across social strata, which is repeatedly shown as

a benefit to the community.

City codes will need to be updated to ensure that standards for HOA amenities in multifamily projects meet the needs of residents, especially young professionals and young families, who tend to disproportionately live in multifamily housing developments. Design standards put in place through zoning ordinance updates and development agreements will ensure that the new developments are aesthetically pleasing and are consistent with or enhance the overall character of the community.

SHORT TERM RENTALS

Another challenge is the impact of short term housing for tourists and other visitors to the region. The demand for short term housing places significant pressure on the local housing market. The city has implemented caps on short term rentals, however monitoring and enforcing the restrictions is difficult. The city can continue to impose and enforce caps and ramp up code enforcement on violators. Another method of reducing demand for rentals within neighborhoods is to provide zoning options for hotels close to I-15. This would provide revenue to the city and alleviate some of the pressure for undesired and unpermitted short term rentals in neighborhoods.

HISTORIC MAIN STREET

Running through the core of Toquerville, Historic Main Street is home to several historic buildings. The new bypass road will divert much of the traffic using this thoroughfare, providing opportunity for a rebranding of Historic Main Street as a walkable historic neighborhood. As outlined elsewhere in this plan, the city can pursue grants for improvements to sidewalks, bike lanes, and street lighting, as well as employ adaptive reuse zoning to provide flexibility for owners of historic structures and historic architectural standards as options for residents. The city can also connect property owners of historic structures with historic preservation grants to help funding restoration projects.

NIGHT SKIES PRESERVATION



One policy preference that stood out was support for dark skies. Dark sky efforts are popular as lighting policies can bring several benefits. First, residents should understand that dark skies lighting policies do not equate to “dark ground.” Maintaining visibility for drivers and pedestrians is still paramount. Second, any lighting standard does not require residents to change pre-existing light fixtures. Instead, lighting standards apply to new lighting fixtures and new development.

Toquerville has an existing lighting ordinance that addresses the principles involved in maintaining a vibrant night sky and reducing harmful lighting. These regulations will need to be periodically reviewed to adjust for the City’s experience with existing ordinances and for changes in best practices. Dark sky lighting ordinances center around quality, quantity, and location of light. Light is shielded to areas where lighting is

useful and desired, and shielded away from other areas such as the night sky and neighboring properties. With dark sky lighting policies, light is oriented toward streets, crosswalks, sidewalks, trails, and yard areas in use by residents. By preserving the night sky, a crucial part of Toquerville’s heritage is preserved.

Dark sky lighting policies reduce the harmful impacts of improper lighting. This can include glare, which is often caused by cool bright lights oriented toward drivers. Policies that encourage or require “warm” street lighting with a correlated color temperature of 3000 Kelvin or lower and have a lower lumen output result in reduced glare and skyglow and increased public safety. The reduction in needed electricity due to light shielding, orientation, and lumen reduction in street lighting leads to municipal cost savings. Light shielding reduces light trespass, which occurs when undesired light from neighboring properties comes onto your property. Light trespass, especially from cool white or blue lights, can negatively impact sleep cycles and lead to other negative health outcomes.

The reduction in nighttime light reduces light pollution and increases visibility of the night sky. This provides a desired aesthetic and cultural value that is an important part of life in Toquerville. By implementing standards, especially on new development, Toquerville can experience population growth while preserving its vibrant starry nights.



LAND USE GOALS

Goal 1: Keep Our Sense of Place for Future Generations to Enjoy

A. Protect Our Spaces		B. Let Our Night Sky Shine	
1	Utilize PUD or clustered developments to open access along rivers, hillsides, and trail corridors.	1	Maintain best practices for outdoor lighting in city lighting ordinance.
2	Identify hillsides to protect as part of a sensitive lands ordinance or hillside protection overlay.	2	As municipal infrastructure is replaced, phase out to meet lighting ordinance standards.
3	Implement view corridor planning as part of trails planning.	3	Require new development to adhere to updated lighting ordinance.
C. Contain Growth Areas		D. Align the Ordinance to Support the Public's Vision	
1	Consider all future growth areas as part of Annexation Policy Plan.	1	Update fencing standards for new development and require see-through fences along trails and open space areas.
2	Limit annexations to Annexation Policy Plan areas and timelines.	2	Continue code enforcement efforts to keep properties upkept.
3	Only upzone properties once they are adequately prepared for development or subdivision.	3	For PUDs and multifamily projects, Include open space standards to provide usable open space.

Goal 2: Facilitate a Balanced Approach to Growth that Protects our Quality of Life

A. Preserve the Geographic Heart of Toquerville		B. Channel Growth to Strategic Areas	
1	In established single-family neighborhoods, limit housing types and lot sizes to match neighborhood.	1	Concentrate growth around I-15 and the bypass road to reduce demands on existing neighborhoods.
2	Continue to implement caps on short-term rentals in existing traditional neighborhoods.	2	Use flexible zoning tools to allow a mix of housing types in strategic areas, including along Main Street and within master-planned development overlays
3	Pursue grants or other funding mechanisms to make improvements to Historic Toquerville Blvd.	3	Employ design standards to new growth areas to enhance visual quality, especially for new multi-family and commercial developments.
C. Provide Space for the Rising Generation		D. Apply a Comprehensive Planning Approach to New Growth Areas	
1	Include housing types that are more affordable, such as smaller lot sizes and multi-family dwelling units, in new development areas.	1	Work with educational and religious institutions to identify locations for future school and religious institutions.
2	Enhance standards for HOA or common space amenities to better meet the needs of young professionals and young families.	2	Link new neighborhood trails to schools, commercial developments, jobs, churches, parks, recreational facilities, and broader trails network.
		3	Encourage placement of hotels next to services that support tourists, such as restaurants and shops by creating zones with similar allowed uses.



Chapter 4: Transportation Element

This element outlines Toquerville's transportation strategies for future transportation decisions and investments. Transportation issues directly impact the quality of life for residents in and around Toquerville. The city and county are experiencing rapid growth, which has put pressure on the city to expand and enhance its streets network. As a historic residential community within close proximity to Zion National Park and vast outdoor recreational areas, Toquerville supports a disproportionate amount of traffic and visitors compared to other communities its size. This presents a number of opportunities and challenges.

The intent of this transportation element is to address these transportation challenges and guide a path forward. Discussion regarding the town's grid, street maintenance, rights-of-way, infrastructure, and strategies for future and continued improvements to the town's transportation system follow.

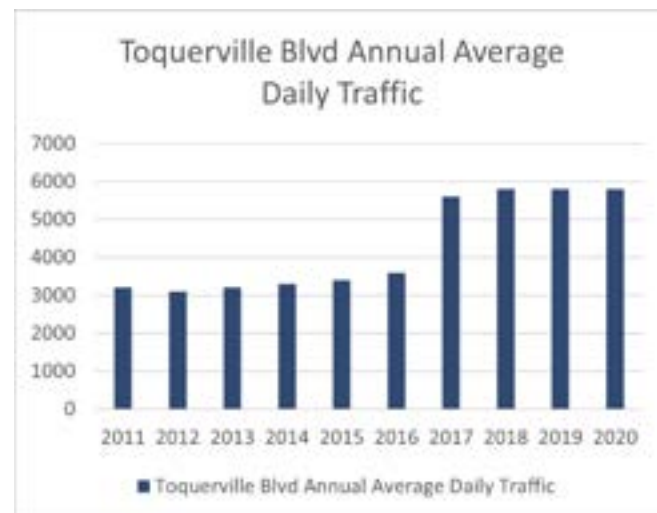
EXISTING CONDITIONS

Toquerville has historically been a residential community, with a grid of low-volume local residential streets. The historic city center area is built using this residential grid, oriented perpendicular to the highway with block width approximating 600 ft. This grid is constricted due to topography—primarily hilly terrain and two creeks. Roads outside the grid network often follow the land contours, which makes them curvilinear in nature. Crossings over Ash Creek and La Verkin Creek are limited. Ash Creek bisects the city, which significantly limits East-West access across the city.

The city is responsible to maintain local roads, while UDOT currently has jurisdiction over Highway 17—also known as Toquerville Blvd. This is designated as a minor arterial road¹ and provides access to the Toquerville City offices, Toquerville Cemetery, commercial businesses and residences. With the construction of the new bypass road, classification and

¹UDOT Functional Classification Map, <https://www.arcgis.com/home/webmap/viewer.html?webmap=494d57208ea4464bb664ac2da38f9c91&extent=-116.9385,35.9224,-106.1719,42.8498>

jurisdiction of Toquerville Blvd through the city may be subject to change. Toquerville Blvd through the city center is a three-lane road, by virtue of a double permissive turn lane in the middle. While traffic has increased in recent years, the annual average daily traffic is within the desired level of service and the new bypass road will pull traffic away from this road and help accommodate increased overall traffic demands induced by new growth. Nearly 77% of this traffic consists of passenger cars (see graph below)².



Traffic volume along SR 17 has increased over 80% in recent years

Funding for local roads comes from the Toquerville City general fund, federal funds, and State Class C funds. As of 2022, most roads that provide access to homes and businesses are paved, however some streets remain unpaved. New developments and portions of the historic center city have curb, gutter, and sidewalk, while these facilities have gaps or piecemeal installation along several streets within the historic downtown grid area.

Classification	Type	Right of Way (ft)	Pavement Width (ft)	Sidewalk Width (ft)	Recommended Design Speed
Private	Private	30	22	N/A	15
Minor Local	Public	30	22	4	25
Residential	Public	30	28	5	25
Collector	Public	36	32	5	25
Arterial	Public	60+	25+	6	30+
Commercial Local	Commercial	36	32	5	25
Industrial Local	Industrial	36	32	5	25

Figure 4.1 - Toquerville Street Cross Sections

²UDOT Traffic Statistics, <https://www.udot.utah.gov/connect/business/traffic-data/traffic-statistics/>

The town currently has street cross-sections based on the functional classification system in Figure 4.1 (See Table 6, Page 59, Toquerville Transportation Master Plan, 2018).

FUTURE TRANSPORTATION

To meet the growing demands of its residents, Toquerville should persist in exploring diverse funding avenues and grants to enhance and strategize improvements for roadways and alternative modes of transportation.

One significant transportation improvement is the new bypass road along the western edge of the city. This new road is a UDOT minor arterial status road designed to accommodate a high rate of speed with limited access points. This will divert vehicular traffic away from the historic city center and provide new commercial opportunities on undeveloped land west of the city.

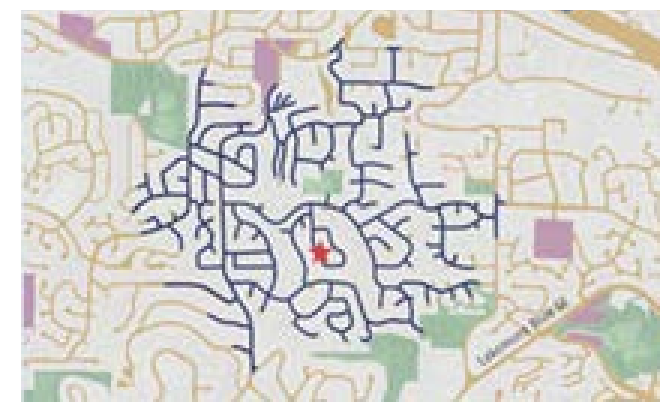
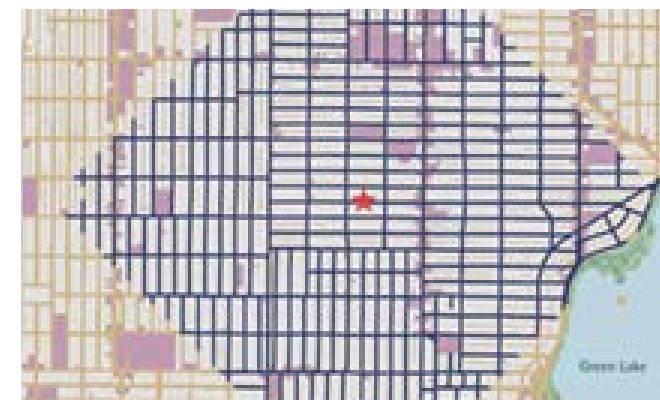


Two additional roads have been built or otherwise extended to connect into the the bypass road. This includes Old Church Road and Westfield Road. Each of these are minor collector status roads and will move traffic in a generally east/west route between bypass road and the city center.

A key component of any transportation plan is safe routes to school. This involves safe pedestrian routes, crossings, bike trails, and roadways. At present, Toquerville does not have any schools. However, with the projected growth, this may change.

STREETS CONNECTIVITY

New development will impact the transportation network. Future transportation patterns can either alleviate or disperse traffic, depending on the vehicular grid network created. Grid patterns with high street connectivity and short to medium block length help disperse traffic across all streets, which keeps traffic down on any given street. Shorter block lengths promote walkability, active transportation, and ease of movement. Conversely, street patterns that employ cul-de-sacs and other dead-end streets, lead to traffic being channeled onto a small proportion of streets, which results in greater traffic and longer, less-desirable routes for pedestrians and cyclists, which discourage active transit.



20 minute walk in a neighborhood with grided streets vs curvilinear and disconnected streets. Maps courtesy of Lawrence Frank & Co. and the Sightline Institute.

Benefits of increased street connectivity includes improved:

- Reduction in vehicular traffic and need for costly collector/arterial roads
- Connectivity & route directness
- Wayfinding & orientation
- Emergency vehicle response times
- Fire station coverage areas
- Routes for future public transit
- Efficiency for utility lines, including looping and pipe size
- Walkability and neighborhood connectivity
- Land use flexibility
- Reduction in mileage traveled, mileage of utility lines, and miles of vehicular lanes
- Savings on infrastructure costs
- Fiscal impact of trash collection and snow removal
- Mitigated impacts of road closures

A fundamental aspect of connectivity involves establishing fluid connection to parks and open space. Development patterns that block off visual and physical access to open space reduces the community use and value of that land. A common practice has been to put backyards against open space, but this hides a prized community resource. The community survey highlighted the importance of maintaining open space, which can be achieved by accentuating its presence through a street grid configuration that fronts parks and open space. Preserving unrestricted access to designated open spaces, such as hillsides, river gorges, and parks, not only enhances aesthetic value and accessibility but also fosters public safety. An open layout facilitates easy accessibility for firefighters to assess and address fire hazards and swiftly respond to and combat wildfires. Additionally, crime can be reduced by allowing police and neighbors to maintain surveillance, unobstructed by visual barriers, to detect and prevent illicit activities.

INTEGRATING TRANSPORTATION AND LAND USE PLANNING

Many of the benefits of street connectivity can be realized by integrating transportation planning with land use planning. Through conscientious placement of services, the impact on total vehicle miles traveled can be lessened or altogether

reduced, even as the city experiences growth. This may include strategic site selection for future schools, places of worship, commercial areas, parks, and multifamily housing. Zoning and subdivision codes can be used to require connectivity, remove the ability of developers to create nuisance strips, create pleasant walkable streets designed to accommodate traffic demands and active transportation, and provide connections into trails and bike routes. To achieve this vision, land use and transportation planning must be intertwined and evaluated in conjunction with one another.

In addition to impacting the streets network through the grid design pattern, new development brings additional vehicles. A common way to assess that impact is to require developers to provide a traffic impact study. The city should require a traffic impact study for new developments over a certain size, such as ten units or equivalent dwelling units. By providing information about traffic, elected officials and staff can make informed data-driven analysis and decisions when assessing growth and land use proposals. The traffic impact study should not only include data about the number of vehicles, but how the proposed streets network and land uses will impact traffic.

IMPROVEMENTS

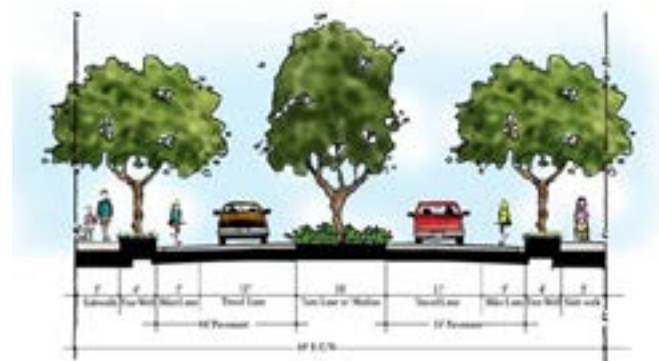
New development requires impact fees, which includes a road impact fee. This road impact fee helps fund necessary infrastructure to support the demand of new growth. The fee promotes fairness by ensuring that the costs associated with new development are borne by those responsible for creating the increased transportation demand.

Many streetscapes in the historic area of Toquerville lack improvements such as curb, gutter, and sidewalk. The city should explore funding mechanisms to make these improvements. Intersections only intermittently include stop bars and crosswalks. The city should work toward completing installation of these improvements, including installation of street lighting that meets the lighting ordinance standards. Consideration should be given to intersection and crosswalk improvements that are designed to accommodate all users, especially ADA-compatible design.

Areas of new development should incorporate complete street principles that prioritize active transportation in their design. By prioritizing improvements for all user groups in street design, streets become safer and more inviting for pedestrians, cyclists, and other active transit users. This improves public health and reduces reliance on automobiles and reduces vehicular traffic. Areas of new development should incorporate complete street principles that prioritize active transportation in their design.

HISTORIC TOQUERVILLE BLVD IMPROVEMENTS

For decades, Toquerville Blvd has carried pass-through traffic from I-15 to Hurricane and Zion National Park. With construction of the new bypass road, this will change and residents will experience a significant decrease in traffic. At present, Toquerville Blvd, within the city center, has an asphalt width of approximately 60 ft, a travel lane in each direction, wide shoulders for parking and cycling, and a center double permissive turn lane. With the reduction in average daily traffic and a new truck route that will divert commercial traffic, Toquerville Blvd can be redesigned as a pedestrian-friendly downtown corridor.



Typical Section of a complete street. Lane widths and configuration may vary. Image courtesy of <http://www.kauai.gov>

Complete street principles can provide a safe and inviting experience for many different user groups. This can include installation of bike lanes. The city should study active transportation design options, as the reduced traffic demands coupled with an existing wide street cross-section, may provide sufficient space for a variety of improvements. This could include promoting and providing safe cycling routes through protected, buffered, or separated bike lanes, bike route signage, and wayfinding signage. Pedestrian experience can be enhanced through bulb outs at intersections, chicanes, roadway neckdowns, raised crosswalks, and other street calming mechanisms.

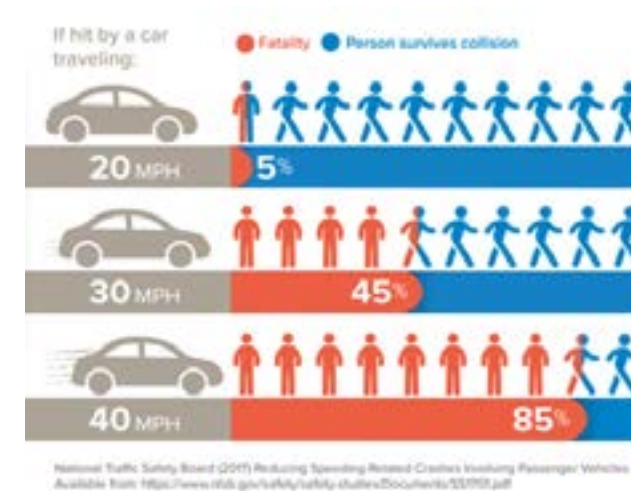
Many of these potential complete street improvements would likely result in reducing the rate of vehicular speed along Toquerville Blvd through town. Rate of speed is directly related to road design. In a busy area, like Historic Toquerville, public safety is greatly improved through achieving a reduction in travel speed.

STREET TREES AND LIGHTING



Street trees serve a vital role in creating a pleasing environment. Street trees provide a shade canopy to reduce temperatures and counter the heat island effect commonly found in cities. Toquerville currently has a Tree Board to make and review decisions regarding street trees. City staff and the board should continuously update street trees policies to reflect best practices, especially with regard to promoting water-wise native vegetation choices. Trees and other vegetation that is compatible with surrounding infrastructure, such as sidewalks, utility lines, and buildings, should be encouraged.

Consistent with the lighting ordinance, street lights should be designed to promote safety at night while protecting the night sky, reducing glare, and shielding against light trespass. A street lighting program can help residents identify locations that need street lighting, including crosswalks, trails, and sidewalks, and identify lighting that needs to be adjusted for appropriate temperature, intensity, and orientation. Helping residents know what to do when they experience concerns with street lighting can lead to increased dialogue and improved lighting.



Part of the reason for improvement to Toquerville Blvd is aesthetic. This can be accomplished through improvements to park strip landscaping, sidewalk maintenance, planting of street trees, and vintage street and neighborhood signage, among other improvements. Burying powerlines along the road can significantly enhance the aesthetic value by eliminating overhead wires, poles, and clutter, creating a visually appealing and unobstructed landscape.



TRANSPORTATION GOALS

Goal 1: Practice Sustainable and Fiscally Conscientious Streets Planning

A. Amend Zoning and Subdivision Codes to Mitigate Impacts of New Traffic and Create an Efficient Streets Network

- 1 Require a road impact fee for all new development.
- 2 Require a traffic impact study for new large developments.
- 3 Require streets interconnectivity to allow efficient traffic movement, encourage walkability, reduce public utilities cost, and enhance future redevelopment potential for future generations.
- 4 Limit cul-de-sacs to instances where topography makes all other street grid options impossible.
- 5 Expand the city's existing grid as much as possible, with small block lengths to encourage walkability and ease of movement.

B. Integrate Transportation and Planning Policies

- 1 Incorporate the policies of each element in this general plan to drive transportation policy.
- 2 Integrate transportation and land use policy decision-making to enhance the sustainability of transportation and land use policies.

Goal 2: Design Streets to Safely Accommodate Multiple Travel Modes and Users

A. Accessibility and Safety

- 1 Employ ADA standards to intersections and crosswalks.
- 2 Explore funding mechanisms to strategically install curb, gutter, and sidewalk on existing gaps.
- 3 Paint stop bars at each stop sign to increase visibility of required stop.
- 4 Front hillsides with streets to avoid blocking off public lands and to provide access to emergency services.
- 5 Develop a street lighting program for residents to identify locations that need street lighting and install shielded lighting to illuminate sidewalks and crosswalks without contributing to artificial light pollution.

B. Enhance Multi-Modal Transit Options

- 1 Prioritize safety of all user groups in street designs, including complete street principles in new development areas.
- 2 Create a street trees policy to improve pedestrian comfort and reduce the heat island effect; trees should be water-wise and selected to not cause future damage to sidewalks and other infrastructure.
- 3 Improve Toquerville Blvd experience for pedestrians and cyclists.



Chapter 5: Moderate Income Housing Element

MODERATE INCOME HOUSING PLANNING REQUIREMENTS

The moderate income housing element lays out the city's approach to providing a variety of housing types and price points to meet the needs of individuals and households with a low to moderate income. This element is required by Utah State Code. The proposals in the element shall provide a realistic opportunity to meet the need for additional moderate income housing within the city during the next five years and must include a recommendation to implement three or more of the moderate income housing strategies described in 10-9a-403(2)(b)(iii).

The Planning Commission shall consider the Legislature's determination that municipalities shall facilitate a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of people of various income levels living, working, or desiring to live or work in the community and to allow people with various incomes to benefit from and fully participate in all aspects of neighborhood and community life.

A city *may* include, but is not required to include, an analysis of how the municipality will provide a realistic opportunity for the development of moderate income housing within the next five years.

UCA 10-9a-103(39) Moderate income housing means housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.

Under Utah Code 10-9a-408, annual reporting is required for cities and counties over 5,000. Toquerville does not meet those requirements at this time.

SNAPSHOT

While the majority of the housing stock in Toquerville is single-family, the architecture is varied and unique. The historic city core along Toquerville Blvd maintains several historic homes. As development takes place, residents want new homes to fit within the city's rural character. Residents

generally understand the need to allow affordable housing for residents of varying income levels. As the city grows, there will need to be significant consideration given to provision of low-income housing that meets the city's rural character to the maximum extent possible.

Population	
2010	1370
2020	1870
2030	*2489
Absolute Change	619
% Change	33.1%

Housing – Total Housing Units	
2010	501
2020	648
2030	*862
Absolute Change	214
% Change	33.1%

Occupied Housing Units	
2010	444
2020	596
2030	*793
Absolute Change	197
% Change	33.1%

Vacant Housing Units	
2010	57
2020	52
Absolute Change	-5
% Change	-9%

Income	
Median Household Income (2021)	\$80,357
Median Household Income (2000)	\$34,038
Changes in Median Household Income Between 2000 and 2021	136.1%
Per Capita Income in 2021 ¹	\$31,392

*2030 estimates based off of projected county growth of 2.9% per year

¹2021 American Community Survey, <https://data.census.gov/table?q=Toquerville,+utah>

²Based on 80% of Washington County's Median Household Income of \$65,040 multiplied by .3 (30% of gross income spent on housing) and divided by 12 (months per year). Affordable housing estimates utilize the County's, rather than Municipality's, figure. See Utah Code 35A-8-2201

Affordable Housing Rate² (monthly payment)

\$1,626

Average persons per household: 3.6



Percent of Home Owners Occupied



As of June 2023, the median sale price for Washington County was \$523,000. This represents the median price over the prior three months (90 days). Because Toquerville represents a small sample size, the median price is subject to variation—as exhibited in the graph below—however, the general price trend is consistent with Washington County and shows significant housing costs increase over the last decade.



MODERATE INCOME STRATEGIES

As required by Utah State Code, Toquerville has selected three moderate income strategies from Utah Code 10-9a-403(2)(iii) to pursue. These include:

1. Rezone for densities necessary to facilitate the production of moderate income housing.

New developments on the west side of the city include a number of small lot and multi-family developments. This is included as part of projects in the Master Planned Development Overlay. Future moderate income housing can also be provided through use of the overlay, which allows for a greater density than otherwise allowed in the zone.

2. Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.

Internal accessory dwelling units (ADU's) are permitted in residential zones throughout the city. An ADU is an area within an owner-occupied dwelling that can be rented out to a third party. They provide rental housing and assists homeowners in meeting monthly mortgage payments. ADU's also promote aging in place by allowing homeowners to either expand or downsize without moving. Toquerville has taken, and will continue to take steps, to ensure the city's ADU ordinance is inline with state code and appropriate measures are in place to track the establishment of legal ADUs.

3. Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers.

Multiple efforts are being taken, or may be undertaken, to achieve this objective. A Master Planned Development Overlay has been approved along the new bypass road. This provides a mix of housing types and commercial. The layout brings small lot and multifamily projects near future commercial development. Additionally, the city can explore flexible zoning in the historic areas of town to allow adaptive reuse of historic structures. This will allow a mix of uses in close proximity.

AFFORDABILITY THROUGH ZONING

One helpful method to reduce housing costs and provide deed-restricted affordable housing is through the use of zoning. First, the city needs to identify how much affordable housing is needed to support the local labor force. While

some of this housing will need to be deed-restricted, housing affordability can also be achieved through market-rate housing, including smaller lot development, apartments, and other multifamily dwellings.

There are several policies the city can explore. This may include implementing density bonuses as a way to incentivize developers to deed restrict a portion of their units as affordable housing. This bonus permits the developer to construct additional units if a certain number of units are deed-restricted. Zoning can also be used to ensure that housing intended for low to moderate income earners is not used as vacation rentals or second homes. In these developments, covenants can be recorded that restrict occupancy to full time occupancy. This practice is used in many cities that experience pressure for short term rentals and vacation homes and helps keep purchase and rental prices lower.

AFFORDABILITY THROUGH LAND USE POLICIES

Land use policies impact the costs of living in a community. The city should explore implementing additional inclusionary zoning policies. This includes permitting "missing middle housing," such as townhomes, row homes, single family homes on smaller lots, and other multifamily housing options. Through land use policies that permit missing middle housing, a wider economic range of residents can find housing options within their household budget.

Transportation expenses, including vehicle ownership, pose a substantial financial burden on many households. Through proactive planning, individual household transportation costs can be reduced simply by encouraging the placement of affordable housing near schools, employment opportunities, and services, and by establishing an active transportation network.

CONNECTING TO EXISTING RESOURCES

Toquerville can assist affordability by connecting builders, buyers, and renters to existing resources. The State of Utah, Five County AOG, and Washington County provide resources, such as down payment assistance, weatherization assistance, and tax credits. By having Toquerville staff trained to point residents to these resources, Toquerville City can help facilitate affordability.

MODERATE INCOME HOUSING GOALS

Goal 1: Increase Housing Affordability by Employing Available Tools

A. Use Zoning Tools to Keep Down Prices of Intended Affordable Housing		B. Connect Builders, Buyers, and Renters to Existing Resources	
1	Identify the desired amount and location of affordable housing.	1	Promote the use of affordable housing vouchers and buyer assistance programs.
2	When and where deed-restricted affordable housing is desired, explore the use of incentives, such as density bonuses, for developers to provide deed-restricted affordable housing units.	2	Assist or encourage individuals to seek weatherization assistance from Five County AOG to reduce utility costs and improve efficiency.
3	Reduce or limit short-term rentals in units intended as housing for local workers.	3	Assist developers in qualifying for and obtaining Low-Income Housing Tax Credits (LIHTC) or other benefits for constructing affordable housing.

Goal 2: Reduce Costs for Low to Moderate Income Residents By Implementing Smart Growth Principles

A. Assist Affordability Through Conscientious Land Use Policies		B. Provide a Variety of Housing Types, With Emphasis on Desirable Housing for Low to Moderate Income Earners	
1	Locate housing intended for low to moderate income wage earners near future schools, jobs, and services.	1	Implement inclusionary zoning policies that allow for desired housing types for low-income wage earners, or may require that a certain percentage of new housing be set aside for affordable housing.
2	Allow for a housing density that facilitates the production of affordable housing.	2	Provide a mix of housing types and price points to meet the needs of each buyers and renters in each income bracket.
3	Collaborate with self-help building groups, such as Self-Help Homes, to accommodate areas for self-help buildable lots.	3	Review internal ADU standards and align city ordinance with state code.
		4	Review ways to memorialize the establishment of and keep a log of approved ADUs.



Chapter 6: Historic Preservation Element

Historic preservation is vital to creating a cohesive thriving community. A shared history creates a sense of place and belonging. The purpose of this historic preservation element is to enhance, preserve, and protect historic structures and cultural heritage.

SUPPORT FOR HISTORIC PRESERVATION

In the General Plan community survey, residents were asked if they support Toquerville City in undertaking historic preservation. Over 92% of respondents replied in favor. Part of this broad support is undoubtedly because Toquerville is home to a number of historic buildings. These treasured buildings add an additional layer of charm and character to the community.

Historic preservation takes on various forms and can encompass a wide range of historical narratives and contexts. One form of historic preservation is the preservation of

important historical buildings. Four historic buildings are listed on the National Historic Registry. A walking tour has been created that highlights these four buildings along with an additional fourteen (14) buildings of historic significance¹. Several monuments and signs throughout the city remind people of times past. The distinct city history as memorialized in these historic structures and monuments contributes to the city's character.



Monument to Pioneer Jail Shackles

¹Toquerville Walking Tour, <https://cdn.sqhk.co/cityoftoquerville/5d7igSi/walkingtourHistoric.pdf>

HISTORIC STRUCTURES ON THE NATIONAL REGISTER

Toquerville currently has four structures listed on the National Register of Historic Places.



Thomas Forsyth House: 111 N Toquerville Blvd
Constructed: 1868. Listed February 11, 1982.
Material: Fieldstone



Naegle Winery: 110 S. Toquerville Blvd
Constructed: 1868. Listed February 20, 1980.
Material: Sandstone

Originally operated as a winery and house. Constructed for German immigrant John C. Naegle to make sacramental wine for religious use for Mormon settlers.



John Steele House: 263 N. Toquerville Blvd
Constructed: 1862. Listed April 7, 1988.
Material: Adobe

Built by Irish immigrant and civic leader John Steele. Home pictured here in 1900. The adobe has since been stuccoed and the porch removed.



Toquerville Hall: 212 N. Toquerville Blvd
Constructed: 1865-1866. Listed January 17, 2020.
Material: Brick. Style: Greek Revival

Constructed as a meetinghouse for The Church of Jesus Christ of Latter-Day Saints. Later converted into the city hall.

Enrollment on the national registry provides avenues to assist property owners to obtain valuable resources to preserve and enhance the property. The State Historic Preservation Office, the Utah Heritage Foundation, and the National Trust for Historic Preservation have funding sources and programs to support preservation. Tax credits specifically designed for historic preservation work can also

assist owners in their preservation endeavors. Various forms of assistance, including grants and architectural consultation are available. It is important to note that placement on the National Registry is voluntary and does not guarantee preservation. However, the registry creates awareness, highlights the importance of preservation, and opens up opportunities for both the property owner and city. The city can actively engage with property owners and residents to identify additional properties of historic value, including those that are currently part of the city walking tour, which may hold potential for nomination to the historic registry.

ZONING TOOLS

Historic structures often present challenges due to their non-compliance with modern zoning regulations. Many buildings were constructed prior to the dominance of automobiles and housed several different uses in one building. Parking, vehicle circulation, setbacks, awnings and other projections over public right of ways, landscaping, building height, and internal layouts rarely meet current codes. The land use and design patterns originally intended for these buildings often conflict with numerous regulations outlined in contemporary zoning codes. When property owners are forced to maintain a legal non-conforming use or comply with modern zoning codes, they are left with reduced economic viability, which limits their ability to properly and delicately preserve the structure.



Historic structures rarely meet current codes. Flexible zoning can help accommodate these buildings.

One way to provide zoning use flexibility, called “adaptive reuse,” is through a historic district overlay. A historic district overlay may be employed to provide use and site design flexibility. In zoning, an overlay maintains all the options afforded to the property owner as outlined in the regulations of the base zone, but in addition provides alternatives as outlined in the zoning overlay. In this regard, no legal right is taken away from a property owner, but instead, additional

tools are provided. By providing flexibility, these property owners can find economic avenues to restore and maintain these culturally-significant properties. A historic district overlay would provide use and design flexibility to owners of historically significant properties who preserve the historic character of their buildings. The overlay could also be used to promote design standards compatible with the desired look and feel of the district.

HISTORIC DISTRICTS

The city can promote its historic heritage through the informal designation of a historic district. Within the district the city can install and update to-the-era signage, historical markers, and interpretative signage. Wayfinding signage can be used to promote the walking tour and awareness of local historic places. As history is learned or access to historic places changes, the walking tour should be updated accordingly. Social media and other communication outlets can be used to promote the walking tour and knowledge of the City's history.

NATIVE AMERICAN HISTORY



At the time of pioneer arrival, Toquerville was home to a band of Paiute Native Americans. Around 2% of the population of Toquerville today has Native American ancestry. Preservation and promotion of Native cultural and historical sites is part of the goals of this General Plan. The Utah State Historic Preservation Office offers a Site Stewardship Program that provides experts to inventory and document petroglyphs and other Native American cultural artifacts. Toquerville should consult with the State to verify, inventory, and document any such historic resources.

Any Native American historical site should be treated with care and emphasize the importance of protection. Efforts may include educational and interpretative signage, standing markers or barriers, and removal of obstructions to visibility,

among others. By incorporating cultural heritage locations into the active transportation network, additional “eyes” are brought to the area, which reduces vandalism that may occur in obscured areas.

TOQUERVILLE CEMETERY



The Toquerville Cemetery is located on a bluff on the south end of town and offers a scenic vista over the valley. This

cemetery has pioneer roots and is in continued use today. Surrounding parcels are subject to future development, which limits the ability to expand the cemetery as needed. The city will need to consider future sites for a new city cemetery

COMMUNITY HISTORY

The process of history-making is continuous. To ensure the ongoing preservation of historical heritage, the city must persist in gathering and endorsing historical accounts. This encompasses activities such as collecting narratives and objects from residents and collaborating with organizations dedicated to preserving history. The city can maintain its promotion of history through digital platforms and physical displays, utilizing social media to raise awareness. Additionally, living history enactments is a creative way to help younger audiences envision life in the past. By actively engaging in sharing and advocating the city’s history and culture, the city can play an active role in supporting the value expressed in the survey of maintaining the historic and small town feel of the community



HISTORIC PRESERVATION GOALS

Goal 1: Support the Protection and Restoration of Historic Buildings

A. Support the Restoration and Maintenance of Historic Buildings		B. Provide Guidance to Owners of Historic Buildings	
1	Consider adopting a “Historic District Overlay” to provide adaptive reuse flexibility for historic structures and encourage preservation and improvement of those properties.	1	Engage preservation groups to identify and promote funding opportunities for individual property owners who want to pursue preservation efforts.
2	Adopt and implement guidelines to promote historic architecture and preservation.	2	Assist owners who elect to take advantage of tax credits available for historic rehabilitation.
		3	Raise awareness among property owners of preservation options and benefits related to historic preservation.

Goal 2: Promote Awareness of Local History and Culture

A. Promote a Sense of Historic Place		B. Provide opportunities for public education	
1	Install, update, and maintain monuments, markers, or signs at places of historic significance.	1	Enhance and promote online and physical collections that promote Toquerville’s history and culture.
2	Designate a historic district and use street and wayfinding signage to promote its historic nature.	2	Publicly recognize and reward efforts of those who advance historic preservation.
3	Update walking tour of Historic Toquerville and include in wayfinding signage.	3	Encourage and support living history reenactments and other forms of creative storytelling.

Goal 3: Preserve Historic Sites and Ongoing History

A. Preserve and Enhance Native Cultural Resources		B. Collect History	
1	Inventory cultural resources and explore conservation tools .	1	Engage local history groups and residents to further identify sites of historical significance.
2	Incorporate cultural resources and educational signage into Active Transportation network.	2	Continue to collect stories from residents about the history of Toquerville.



Chapter 7: Recreation

This element serves as a framework to guide the development, enhancement, and management of recreational opportunities within the community. Its purpose is to ensure the provision of accessible and diverse recreational amenities that cater to the needs and preferences of residents, while promoting a healthy and active lifestyle.

EXISTING CONDITIONS

Toquerville is located in an outdoor paradise, offering abundant recreation opportunities. A principal objective of this element is to outline strategies to enhance recreation in and around the city. Recreation has a positive impact on resident well-being and happiness, public health, the overall appeal of the city, and the general standard of living within the community. To achieve this goal of increasing recreational opportunities, this plan identifies several key strategies that aligned with best practices in recreation management and urban planning.

CURRENT TRAILS

Trails are a popular outlet for outdoor exercise and enjoyment and contribute to the preservation of natural landscapes and wildlife habitat. Over 80% of survey respondent indicated

support for expansion of the trails network. Trails promote healthy lifestyles, connect neighborhoods, and provide safe and accessible spaces for residents and visitors to explore and connect with nature.

Toquerville is home to several trails. In recent years, new neighborhood trails have been constructed. These neighborhood trails connect residents to local parks and nearby neighborhoods. This include the La Verkin Creek Path, which is an HOA managed trail along the La Verkin Creek on the southeast side of the city. This is a half mile long trail constructed on private land and open for public use.



The La Verkin Creek Path provides a scenic place to walk, jog, or cycle along the creek.

Trails provide access to recreational opportunities on federal land. Currently, three locations provide such access.

Toquerville Falls (Main Trail)



Topographic Map of Toquerville Falls Trail, Courtesy of Alltrails
12.4 miles
797 ft elevation gain
Out & Back
Doubletrack

Toquerville Falls via La Verkin Creek Trail



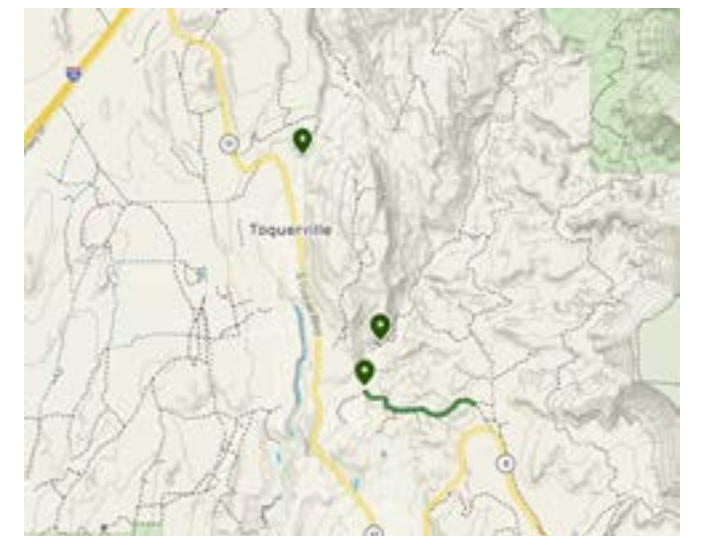
Topographic Map of Toquerville Falls via La Verkin Creek Trail, Courtesy of Alltrails
12.4 miles
797 ft elevation gain
Out & Back
Doubletrack

This is largely a social trail, meaning it was informally created. The trail crosses private property and has little to no signage, causing uncertainty among users as to where the public can legally access. Additionally, the trail crosses La Verkin Creek nearly thirty (30) times, and at times runs along the creek. While some users report riding the route on OHV's, this presents concerns for private property owners and watershed protection.

Action: Coordinate with Washington County and land owners, including private property owners, water conservancy, and BLM to assess trail status, water protection, property rights, and use groups. Formal use restrictions, wayfinding signage, and educational signage may be necessary.

OTHER SOCIAL TRAILS:

Many other social trails exist, such as Nephi's Twist (below), which is a single track downhill black diamond mountain bike trail. Over the years, mountain bikers, dirt bikers, and other OHV users have created several trails around Toquerville. By collaborating with adjoining jurisdictions and property owners, Toquerville can assess these trails to determine legality, user conflicts, trail quality, access and management issues, and signage.



Nephi's Twist is a good example of a popular social trail that crosses multiple jurisdictions.

The Strava Heat Map indicates significant usage of informal trails, largely to the east and west of the city core.



Strava Heat Map

PUBLIC LANDS ACCESS

Addressing accessibility is crucial. Proactive measures should be taken to secure access and minimize disruption to private properties. On the east side of the city, most of the trails, including additional unmarked “social trails” (i.e. informal trails), cross private property to reach public lands. In each case, actions can be taken to reduce confusion and conflict between the private property owners and the public.

The city can work with private property owners to secure easements or reroute trails as needed. Once an agreed trail location is established, signage can alert trail users to the public trail location, regulations, and private property boundaries that are off-limits. Additionally, signage alerting users as to which recreation use groups are permitted, including a brief explanation of why other types are not permitted, will help increase user compliance with the regulations. Staff can work with trails groups to identify non-permitted trails to retire, which may include placing visual barriers or posted signs to alert hikers to trails closures. By having clear guidelines, trails maintenance can improve, conflicts between user groups and conflicts between property owners and the public will decrease.

ATV TRAIL DESIGN AND USER GROUP CONFLICTS



Another aspect of enhancing recreational enjoyment is the specialization of trails for specific user groups. Assessing user group conflicts helps understand the unique needs and preferences of different recreational users. Many of Toquerville's trails are used by hikers, trail runners, mountain and gravel bikers, and ATV/OHV riders. This mix of uses can create friction as the needs of the groups often conflict. A history of friction between user groups is likely a reason for a mixed reaction in the public survey regarding ATV trails. 54% supported new ATV trails while 34% opposed.

ATVs cause significant impacts on trails, including trail widening, trail erosion, damage to vegetation, noise and dust disturbances, and safety concerns for other users. To reduce these impacts, enhance the ATV experience, and protect recreational experiences for other user groups, ATV trails should be managed and designed specifically for ATV's. This includes:

1. Signage detailing which trails are designed for ATV's and which are not. This signage should promote responsible riding practices and trail etiquette.
2. Trail improvements to reduce erosion and rutting, such as implementing trail hardening and surface stabilization, water bars and other water diversion to redirect water off trail. This could also include vegetation management to stabilize the soil and placing retaining walls or erosion control fabrics to reinforce slopes and banks.
3. Seasonal restrictions based on trail conditions, ecosystem protection, and trail demand management.
4. Regular monitoring to assess and address any harmful impacts.

CYCLING IMPROVEMENTS

While Toquerville is in a popular location for cyclists, there are currently no long-distance bike trails or bike lanes connecting into the regional bike system. As of 2023, UDOT is finalizing the design of the Zion Corridor Trail. This 18.7-mile-long multi-use recreational trail will run from Confluence Park in La Verkin to the towns of Virgin and Springdale. Toquerville can connect a trail system into this multi-use trail to Zion National Park by developing a trail along La Verkin Creek to Confluence Park.

75% of survey respondents supported bike routes.
80% supported a trail system linking Toquerville with nearby communities



OHV Map (OHV trails in green), Courtesy of Recreation.gov

Trail management efforts need to be coordinated with all parties who have jurisdiction over the trail. Trails that are not designed to accommodate ATVs / OHVs, especially those trails intended for other user groups, should be appropriately signed. Access gates may be necessary to deter unauthorized entry. After ATVs start using a trail and convert a single track to a double track, it is very difficult to undo the effects, which makes prevention paramount.

TRAIL IMPROVEMENTS

Many of the trailheads currently lack improvements, such as route and wayfinding signage, interpretative signage, restroom facilities, and trash removal. Many grants are available to help fund these improvements. These amenities provide convenience, comfort, and contribute to the preservation and cleanliness of natural spaces. After staff has worked through any access issues with property owners and a trail route has been formally established, the city can then inventory desired trail improvements and pursue funding resources. Many grants are available to assist in trail improvements and maintenance.

In addition to having safe and enjoyable places to ride, a cycling network requires secure places to park bicycles. New development codes should be updated to require bike racks. Bike parking should meet best practices standards, such as the Association of Pedestrian & Bicycle Professional's “Essentials of Bike Parking: Selecting and Installing Bike Parking that Works” (2015)¹. These standards call for the use of Inverted U or Post & Ring racks and list styles to avoid, such as Wave and Schoolyard racks. Many organizations offer grants to help existing businesses and services install bike racks. As bike lanes and trails are established, the city should identify existing destinations along those routes and seek partnerships with those destinations to install bike racks. The foothills to the east of town offer an opportunity to continue a bike route above the city. This bike route would connect several gravel / mountain bike rides and provide a walking path leading to several trailheads. This would

¹Essentials of Bike Parking (2015), Association of Pedestrian & Bicycle Professionals, https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINAL.pdf

connect gaps in the trail system and open up new scenic vistas to the public.

NEIGHBORHOOD TRAILS

As development occur, new neighborhood trails should focus on connecting trails to parks, to allow children and youth to walk and bike to parks with reduced exposure to vehicular traffic. These trails should also emphasize connectivity into a

city-wide and regional trail system. Development ordinances for multi-family, mixed use, and commercial should include multi-use trail standards that connect proposed bike trails and create new scenic routes along creeks, hillsides, and open space. Some areas of town lack curb, gutter, and sidewalk. The city should prioritize completion of curb, gutter, and sidewalk along common pedestrian routes.

RECREATION GOALS

Goal 1: Increase Recreational Opportunities

A. Provide New Trails		B. Enhance Safety	
1	Identify access issues and work with property owners to secure access easements.	1	Install bike lanes along Toquerville Boulevard, Bypass Road, and other roads with higher cycling volume.
2	Use existing trails, or modifications to existing trails, to establish a non-motorized connected trails network that new growth areas can incorporate into community design.	2	Explore funding for curb, gutter, and sidewalk installation, with particular attention to pedestrian routes.
3	Explore the creation of new trails to fill gaps in trails network and open up new scenic vistas.	3	Incorporate existing trails into new development in a way that reduces conflict points between cars and people.
4	Work with AOG and surrounding jurisdictions to connect local trails and bike lanes into regional network.	4	Connect parks via trails that allow children and youth to walk and bike with reduced exposure to vehicular traffic.
5	Link neighborhood trails into a city-wide trail system.	5	Amend development codes to require large commercial and multi-family developments to connect into proposed bike trails.

Goal 2: Enhance Recreational Enjoyment

A. Improve Recreational Facilities		B. Specialize Trails for Intended User Group	
1	Seek funding sources for trailhead and trail improvements.	1	Assess user group conflicts.
2	Identify trailhead improvements, such as restroom facilities, trash removal, and signage.	2	Designate trails per user group, with trail improvements that appropriately manage the allowed use.
3	Install wayfinding and trailhead signage for pedestrians and cyclists, to highlight trails and pedestrian corridors, and encourage active transportation.	3	Coordinate with jurisdictions who share ownership of ATV trails to ensure that trails are appropriately designed, signed, and maintained for ATV use.
4	Include bike racks in development codes for commercial and multi-family development.		
5	Collaborate with local businesses and user groups to install bike racks at existing businesses.		



Chapter 8: Utilities & Public Safety

This Element aims to promote a safe, sustainable, and resilient future for the city and outlines strategies and reasoning to achieve each of the goals at the end of the chapter. This chapter should be reviewed periodically and updated as necessary.

WATER INFRASTRUCTURE

Toquerville City provides culinary water services to its residents. However, water sources are shared with other jurisdictions. Much of the city water is extracted from Toquerville Springs. This source is shared by the Washington County Water Conservancy District, Hurricane City, and La Verkin City. Meanwhile, water in the Anderson Junction area is sourced from the Cottam Well purchased from Washington County Water Conservancy District. Most homes don't have secondary water, but for those who do, the Toquerville Secondary Water System (TSWS) is managed by the Washington County Water Conservancy District.



Toquerville has outlined water conservation plans and goals, including existing and projected water connections, an outline of conservation practices, and future water conservation projects in the Water Conservation Plan the city adopted in 2019. Among these goals is a reduction of the city's per capita water use by at least 15% in 5 years, maintaining a financially viable water system, and maintaining or improving the appearance of street landscapes, opens spaces, and yards, accomplished, in part, through improved

irrigation practices. These plans, analysis, and goals need to be periodically reviewed and updated to address the growth of the community.

To optimize water delivery systems, Toquerville should prioritize evaluating and upgrading its water infrastructure. Assessing and enhancing pipelines, treatment plants, storage facilities, and distribution systems will improve efficiency, minimize water loss, and maintain water quality. Incorporating modern technologies and monitoring systems can enable real-time monitoring and efficient management of the water infrastructure. The Water Conservation Plan and Capital Facilities Plan outline numerous details on how these goals can be achieved. Regular updates should be made to these plans as development progresses to ensure their successful implementation.

WATER CONSERVATION

In the face of escalating water scarcity and a growing population, the city must develop strategies to accommodate the projected population expansion while safeguarding its finite water resources. Toquerville is part of the Lower Colorado River South region as designated by Utah Department of Natural Resources' water conservation regions. The goal for this region, as found in Utah's 2019 Regional M&I Water Conservation Goals is to reduce water

usage per capita by 14% from 2015 to 2030. The city has outlined water conservation strategies in their Water Conservation Plan (2019), which include a per capita water use reduction of 15% in five (5) years. This plan, which outlines goals, practices, and projects, will need to be continuously reviewed, integrated with land use planning decisions, and updated periodically.

Toquerville will need to continue coordinating growth plans with jurisdictions that share water sources and engage in proactive water conservation efforts. This can be achieved through a combination of regulatory actions, such as implementing zoning regulations, and voluntary initiatives.

PUBLIC EDUCATION AND ZONING TO PROMOTE WATER CONSERVATION

To foster a culture of responsible water use, educational campaigns may be used to promote water-efficient fixtures, appliances, and landscaping practices. Local organizations can provide resources to assist in educational and conservation efforts. An example of this collaborative approach is the residential rebate program offered by the Washington County Water Conservancy District. Through this program, property owners can receive assistance for transitioning from water-intensive lawns to xeriscaping or other water-wise landscaping options. To qualify for

this program, the City must first enact a water efficiency ordinance that aligns with the requirements set by the Water District.

One effective water conservation method involves establishing water-wise landscaping standards for new commercial and industrial developments that prioritize drought-tolerant or low water-consuming vegetation over water-intensive options. Residential landscaping standards should be revised to provide residents with greater flexibility in adopting xeriscape landscaping. Xeriscape consists of vegetation that requires minimal irrigation. Xeriscape landscaping often incorporates native species that are well-adapted to the local environment and its seasonal droughts. It's important to note that xeriscape does not imply "zeroscape," which denotes the absence of vegetation.

FLOOD PREPAREDNESS AND RESPONSE



Some properties are located within a FEMA-designated floodway or flood hazard area. These areas present an increased anticipated occurrence of flooding. The city reviews FEMA requirements during plan review, however a risk of harmful flash flooding remains. While the likelihood of a flood event happening in any given year is low, it is likely that at some point a flood event will occur and the City should be ready to respond.

Toquerville can mitigate the harmful impacts of flooding through implementation of policies that place parks and trails in and around floodways as riparian buffer zones. Waterways and floodplain areas may need natural restoration efforts to prevent erosion and undo any channelization of waterways. Zoning policies should keep higher density development well away from flood-prone areas.

To effectively respond to flood events, Toquerville should establish and periodically review flood emergency response

protocols. Swift and coordinated action is essential in minimizing damage and ensuring the safety of residents and their properties. The City should identify any risks for potential flash flooding and may consider an early warning system to provide timely alerts to affected residents. This will help streamline communication, resource allocation, and emergency services during flood events. Collaboration with neighboring jurisdictions and other regional entities will enable information sharing and coordination of flood mitigation strategies, flood control projects, and emergency response planning.

The city can raise community awareness about flood risks and management efforts through periodic public outreach. This should include materials about flood risks, floodplain and stormwater management, and preparedness measures. The City can collaborate with nearby schools to inform students about what to do when confronted with floodwaters. By providing information on flood protection measures, the importance of individual actions, and the availability of resources, the city can encourage proactive engagement and foster a culture of resilience.

IMPACT FEES

Public infrastructure improvements often rely on impact fees. These fees address roads, public utilities, parks, and facilities. The impact fees are set at a level that allows expansion, enhancement, and maintenance of the systems at a rate consistent with the City's growth. Toquerville City is updating its impact fees this year and has established a process to conduct comprehensive fee review, which includes issuing public notices and involving the community through a public hearing.

Impact fees are used for public improvement projects identified in the city's master plans. These master plans need to be updated as new development is built to ensure that public improvements adequately address the needs required by growth and the desired level of service is maintained. The City should strategically allocate and utilize impact fee revenues to maximize their impact on infrastructure improvements and public facilities, prioritizing projects based on community needs, growth patterns, and long-term planning objectives.

Impact fees should be reviewed at least every five (5) years and whenever master plans that alter growth assumptions are completed. As costs and growth projections shift, the impact fee review and adjustment allows cities to re-tailor their impact fees to present conditions, including inflation, construction cost changes, and shifting community needs. During this process, impact fees are reviewed to ensure



that the amount constitutes a fair and equitable method to fund necessary public infrastructure, maintain a consistent level of service, and accommodate the impacts of new development. Different types of development, such as residential, commercial, and industrial, are associated with specific impacts, and impact fees are established to accurately reflect the costs and demands generated by each type of use. This process provides a predictable and transparent fee schedule, which assists developers and property owners to make informed decisions and better anticipate costs of development.

STORMWATER MANAGEMENT



Sustainable Stormwater Management

Implementing sustainable stormwater management practices, such as rain gardens and permeable pavement can promote infiltration, retention, and natural treatment of stormwater runoff. Toquerville should develop stormwater management ordinances and guidelines. Compliance with stormwater regulations and collaboration with relevant agencies will ensure effective implementation.

Stormwater Management Strategies

Developing and implementing comprehensive stormwater management strategies is essential for controlling runoff, reducing flood risks, and protecting water bodies from pollution. Detention basins, swales, and channel improvements can help control the flow of stormwater. This will enhance flood resilience and support sustainable water management.

PUBLIC SAFETY

Police and fire services are provided by Washington County Sheriff's Office and Hurricane Valley Fire District, respectively. While the City does not currently provide its own services, there are several goals the city can pursue to optimize public safety.

While Toquerville does not have its own police and fire, the city's policies impact the efficiency of those services. Land use and transportation decisions that promote street connectivity improve response times and increase a station's coverage area. This results in improved service at a decreased cost. Crime deterrence and hazard prevention can also be achieved through increasing visibility. As addressed in other elements, policies that enhance access to open space, such as hillsides and public lands, facilitate wildfire mitigation efforts and keep open space publicly visible. This enhances public safety by maintaining an open line of sight. Implementing design standards that require a certain percentage of windows on residential walls that face trails and open space results in increased visibility. Development patterns that block off public access or obscure visual line of sight through solid fencing, discourages open use of public property and increases the likelihood that the property will be used in ways that go against the public good.

Responsible street lighting plays a critical role in enhancing public safety, preventing crime, and reducing harmful light pollution. Conducting lighting audits and assessments will help identify areas with improper lighting and take necessary measures to address them. Utilizing full cut-off shielding, a low correlated color temperature, and energy-efficient lighting technologies will reduce glare and improve cost savings and efficiency.

Building strong partnerships and fostering collaboration between law enforcement agencies and the community is essential for effective crime prevention and community well-being. Initiatives such as neighborhood watch programs and regular outreach events can promote trust, communication, and mutual understanding. By establishing clear lines of communication and creating opportunities for community engagement, Toquerville can learn about and address concerns by law enforcement and fire officials and can strengthen the relationship between law enforcement and the community.

UTILITIES & PUBLIC SAFETY GOALS

Goal 1: Prepare Public Utilities for Future Growth

A. Capital Facilities and Fee Structures		B. Water and Utilities Infrastructure	
1	Continue to follow capital facilities plan and update every five years.	1	Upgrade water infrastructure for efficiency and water quality.
2	Ensure that impact fees are set at a level that allows for the expansion and maintenance of current level of service.	2	Ensure reliable and sustainable water supply considering growth and limitations.
3	Review impact fee analysis at least every five years to align with master plan updates.	3	Explore ways to maintain low water usage rates for residents.
4	Establish a clear and transparent fee structure that provides predictability in the development process.	4	Annually audit water system.
		5	Continue to coordinate with utility companies to provide services.

Goal 2: Develop Efficient Water Management Policies

A. Flood		B. Conservation	
1	Develop flood emergency response protocols for swift and effective action.	1	Promote water conservation and efficient landscaping practices to reduce consumption and improve efficiency.
2	Raise community awareness about flood risks and preparedness measures.	2	Consider adopting a water efficiency ordinance for new construction.
3	Integrate flood management objectives with land use, parks, and trails planning.	3	Continue to review and update residential landscaping standards to permit drought-tolerant and native vegetation.
4	Collaborate with regional entities for flood management expertise and coordination.	4	Coordinate establishment of the water efficiency ordinance with the Washington County Water Conservancy District to qualify for residential rebate program.
		5	Foster partnerships for long-term water resource management.

Goal 3: Enhance Public Safety while Maintain a High Level of Service

A. Integrate Public Safety into Land Use, Recreation, and Transportation Policies		B. Maintain a High Level of Service	
1	Maintain visibility corridors along public trails.	1	Evaluate response times and identify opportunities and strategies for improvements.
2	Maintain open access to hillsides and public lands.	2	Enhance partnerships between law enforcement and the community.
3	Consider wildfire threat and fire safety as part of land use decisions and ordinance.	3	Coordinate with jurisdictions that share law enforcement and fire to address concerns that arise.
4	Install sufficient street lighting.	4	Create and adopt Emergency Management Plan.



Chapter 9: Economic Development Element

Economic growth, stability, and sustainability are key to a city's success. Toquerville is located at an economically strategic junction between I-15 and Zion National Park, and well positioned to capture revenue from many other outdoor recreational and tourist opportunities. This element provides an analysis of the City's revenue sources, identifies potential missed revenue opportunities, outlines strategies to enhance revenue generation, and establishes policies, goals, and strategies aimed at capturing greater revenue and fostering improved economic growth.

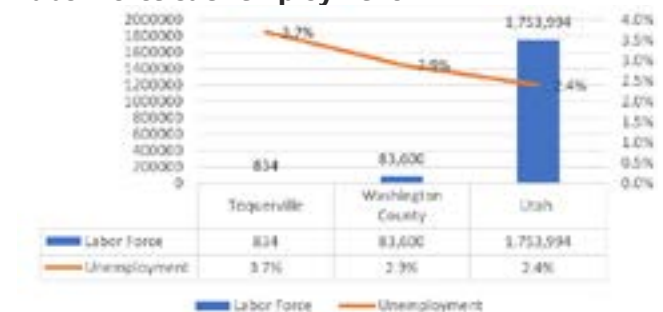
EMPLOYMENT SNAPSHOT

The city's workforce is supported by a broad range of industries. According to the 2020 U.S. Census, many jobs are located in the service; management and professional; transportation; and sales and office sectors. The median household income is \$80,357 which is significantly higher than the county and state's median income. The city's unemployment rate is 3.7%. This signifies a robust regional job market that offers local residents significant economic opportunities.

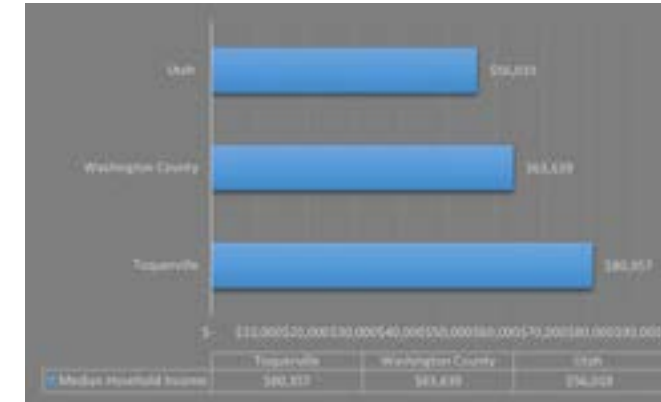
Toquerville Employment Sectors¹



Labor Force & Unemployment¹



Medium Household Income²



The amount and growth of taxable sales is an important metric to assess economic health and identify the types of businesses to attract to the community. At present, Toquerville has little commercial presence, with much of its sales likely coming from online shopping and most all sales to brick and mortar businesses occurring outside the jurisdiction.

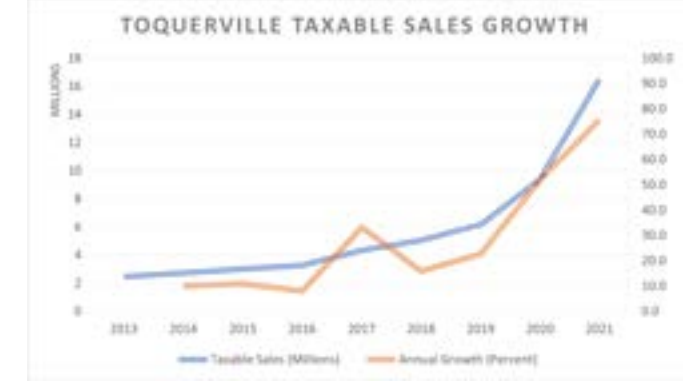
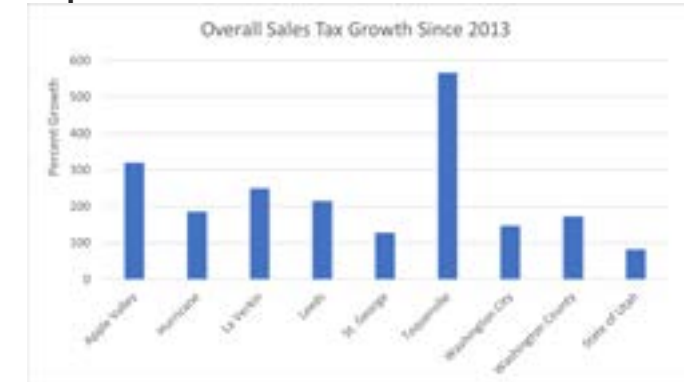
2023 Sales Tax Rates³

State Sales Tax	4.85%
Local Sales Tax	1.0%
County Option Sales Tax	0.25%
Transportation Infrastructure Tax	0.25%
Arts	0.10%
Total	6.45%

Sales tax is divided up as shown in the 2023 Sales Tax Rates chart. Total taxable sales have increased for Toquerville over the past decade. Significant growth in sales tax occurred from 2019-2021. This is likely attributed to an increase in both online sales and disposable income during the COVID-19 pandemic. During that time, Toquerville saw the largest increase in sales tax among neighboring cities. This may be in part due to a lack of brick-and-mortar retail, which often saw in-store sales outpaced by online sales growth during the pandemic.

While online sales per household is likely to remain high, its meteoric rise experienced during the global Covid-19 pandemic is likely an aberration and shouldn't be used to forecast future sales tax growth. By outlining a path forward to develop local commerce, Toquerville can diversify and enhance its tax base, which would help support the services and public improvements residents would like.

Toquerville Sales Tax³



SALES LEAKAGE ANALYSIS

One challenge facing Toquerville is capturing tax revenue from local commerce and retail spending. In municipal economic development, the outflow of money from a local economy due to the purchase of goods and services outside the region is called "leakage." These dollars spent on goods and services outside the local economy no longer circulate

¹2021 American Community Survey, <https://data.census.gov/tables?q=Toquerville,+utah&t=Industry:Occupation&tid=ACST5Y2021.S2405>

²2020 American U.S. Census, <https://data.census.gov/>

³Utah State Tax Commission <https://tax.utah.gov/salestax/rate/23q2combined.pdf>

within the local economy. Rather than spur and sustain jobs and economic health locally, the money is lost, or “leaked,” to the broader region.

This analysis is important to understanding economic vitality. A high leakage rate reduces the overall economic impact of investments made in the city. This is because money captured from those investments is subsequently leaked. Conversely, a low leakage rate allows money to continue circulating locally, in what is called the “multiplier effect.” When money has a high rate of recirculation, it creates a cycle of spending and investment that sustains job and economic growth.

Leakage/Surplus Index⁴



Leakage by sector. A value of “0” indicates 100% leakage, “1” indicates for every dollar earned in the local economy, a dollar is captured, and “2” indicate for every dollar earned, twice as much as captured.

How to Interpret Leakage

A leakage/surplus index by sector highlights where local dollars are lost from the local economy and spent outside the city. Numbers less than one indicate leakage to other communities, while numbers greater than one indicate a surplus. A surplus means that money from outside the community is entering at a greater rate than it is leaked. The leakage rate per sector is an estimate, as state averages are used to anticipate the amount of revenue for a given population. In other words, positive numbers indicate that Toquerville is attracting more than the state average relative to that category, suggesting shoppers from outside the city are attracted to the area for certain types of purchases or that there is a high concentration of this type of spending.

Understanding leakage helps drive land use and economic development policy. Sectors with high leakage rates could strategically be targeted to better capture and maintain local resources. These represent sectors where there is high demand from Toquerville residents, who have to travel outside the jurisdiction to shop or conduct business.

A leakage analysis indicates high leakage rates across nearly all sectors. Areas of high leakage include:

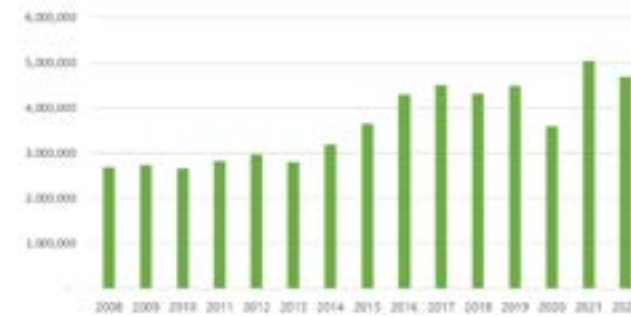
- Motor Vehicle Parts & Dealers
- Furniture & Home Furnishing
- Electronics & Appliances
- Building Material, Garden Equipment, & Supplies
- Food & Beverage Stores
- Health & Personal Care
- Clothing & Clothing Accessories
- Miscellaneous Store Retailers
- Foodservice & Drinking Places

In these high leakage sectors, nearly all dollars are spent outside the local economy. Unless brought back into the local economy through a sector with a surplus, these dollars are only recaptured from earnings that occur outside the community. Once recaptured, those earnings are then leaked again. This cycles indicates that Toquerville has a very low multiplier effect and tax revenue generation is far lower than would occur if leakage rates approached equilibrium.

SALES TAX AND TOURISM

Residents have concerns about maintaining a balance between keeping Toquerville as a small residential community and accommodating the demands for regional tourism. The city is situated midway between Zion National Park’s Kolob Canyon, St. George, and Zion National Park’s Zion Canyon. Zion National Park hosts millions of tourists per year, with recreational visits increasing significantly in recent years. This popularity is anticipated to continue, putting added pressure and opportunity on Toquerville City. In addition to the national park, there are multiple state parks, popular hiking and ATV trails, cycling routes, and numerous recreational events

Recreation Visits Zion National Park⁵



Toquerville is well-situated to promote and capture revenue from retail and tourism opportunities that align with local values. While residents don’t want to see the explosive growth that has occurred around St. George, the city could make efforts to promote local and boutique businesses while preserving Toquerville’s charm. This could include small business incubator spaces, a farmer’s market, food truck roundup events, or an annual city festival. Each of these would provide opportunities for residents to showcase their crafts, socialize and connect with the community, and capture revenue from tourists visiting the area.

Year	Mil Rate
2022	0.000952
2021	0.001285
2020	0.00132
2019	0.00059
2018	0.00098
2017	0.001079
2016	0.001147
2015	0.001186
2014	0.001272
2013	0.001323

Additionally, the new bypass road and development around Anderson Junction offers space for short-term housing accommodations. Hotels provide a significant tax base, and Toquerville is in prime location to capture this revenue.

PROPERTY TAX REVENUE

Property tax provides a significant financial resource to the city, but is insufficient to cover maintenance costs for roads and infrastructure on its own. Utah’s municipal tax rate setting process is designed to achieve annual budget neutrality. An entity’s prior year budgeted revenue serves as the baseline for current year certified tax rate calculations. To adopt a tax rate that exceeds the Certified Tax Rate, an entity must go through what is known as the “Truth-in-Taxation” process. Truth-in-Taxation statutes require that entities proposing a tax increase advertise the increase and hold a public hearing. The Certified Tax Rate or the proposed rate, if adopted, is applied to all taxable value within the boundaries of the taxing entity.

⁵NPS Stats, Zion NP Reports - Annual Park Recreation Visits, irma.nps.gov/Stats/Reports/Park/ZION

⁶Utah State Tax Commission <https://propertytax.utah.gov/tax-rates/area-rates/2022.pdf>

IMPROVING PROPERTY TAX REVENUE

Property tax revenue is one of many components that should be considered when making land use decisions. Properties with high property tax per acre revenue, such as multi-family housing and commercial, tend to be cash flow positive contributors to the city’s financial abilities. Meanwhile, properties with low property tax per acre revenue, such as single-family large lot properties, parking lots, and untaxable properties, reduce the city’s financial ability to maintain infrastructure.

Mill Levy Table⁶

Entity	Mill Levy	Percent
Local School Fund	5.098	42.6
State School Fund		20.6
Toquerville City	0.952	11.9
Hurricane Valley Fire	0.723	9
Water Conservancy	0.415	5.2
County General Fund	0.547	4.7
County Assessing & Collecting	0.23	2.9
County Library Fund		1.6
County GO Bond		0.5
Charter School Fund		0.4
Mosquito Abatement	0.023	0.3
Multicounty Assessing & Collecting	0.015	0.2

A mill levy is the tax rate applied to the assessed value of a property. One mill is one dollar per \$1,000 of assessed value.

The percent represents that levy’s percent of the total tax.

APPLYING ZONING TOOLS

Zoning tools can enhance property values. Flexible use zoning for historic structures allows property owners to creatively maximize revenue generation streams. This added cash flow enables owners to make additional property improvements. This creates a positive cycle of upward tax revenue and revitalization. A focus on smaller lots for all uses, including commercial, places an emphasis on land utilization, which increases revenue per acre and reduces linear feet of required city infrastructure. This revenue increase and cost decrease is an efficient way to establish municipal financial sustainability.

Implementing design standards plays a pivotal role in promoting aesthetically pleasing and well-constructed

⁴Utah State Tax Commission, analyzed by Alteryx.

buildings, ultimately enhancing their lifespan and mitigating urban decay. This leads to improved property values, which, in turn, contributes to increased property tax revenue. The city should establish design standards that are harmonious with the unique look and feel of Toquerville’s landscape and historic setting.

ECONOMIC DEVELOPMENT THROUGH PLACEMAKING

Property improvements and placemaking efforts can improve property values, which in turn provide increased property tax revenue. These efforts may include historic preservation, façade improvements, public art installations, murals, or gathering space improvements—such as plazas, pocket parks, and multi-use trail improvements. Toquerville has opportunity to boost property values along Historic Main Street through building improvements of historic buildings and can enhance property values in the new growth areas by creating a pedestrian experience through the use of public and quasi-public space that attract and retain pedestrians in the area.

PRESENT AND FUTURE CONDITIONS

Currently, Toquerville has little commercial build out, with approximately 292 acres presently located in the Highway Commercial and Neighborhood Commercial zones. Much of this is undeveloped property. However, new development in the Master Planned Development Overlay along Bypass Road is planned to bring retail and other commercial growth, in addition to significant housing. This growth in the number of rooftops will increase commercial viability.

The I-15 corridor offers good visibility with an Annual Average Daily Traffic (AADT) of 29,000 vehicles. This is suitable for big box retailers and hotels that attract regional travelers and rely on high visibility. Coordinating with regional and state economic development organizations can help with site selection and future zoning needs and regulations, and should be part of the land use decision making process. By establishing a commercial presence, Toquerville can reduce the leakage rate, increase spending locally, and capture sales tax revenue to fund public improvements. As commercial opportunities arise, the city should continue to analyze to leakage data to identify ongoing economic development needs.

PRESERVING FUTURE OPPORTUNITIES

Properties ideal for commercial development are limited and failure to protect and utilize those spaces can result in lost economic vitality and future misaligned traffic patterns. A

policy of identifying and protecting commercial corridors to meet future commercial needs is an important component of the city’s land use goals. This will provide flexibility for future generations of residents and legislative officials to make key decisions for Toquerville’s economic prosperity. The city should coordinate with regional and state economic development experts, the county and AOGs office, and other development experts to determine the extent and location of land to set aside for future commercial, retail, hospitality, and other key economic sectors.

The community survey highlighted an emphasis on maintaining Toquerville’s small-town feel. By keeping commercial growth along I-15 and the bypass road, with limited boutique commercial in the Historic Main Street area, Toquerville can achieve the goal of maintaining the small-town look and feel while also attracting the businesses necessary to support the local population and provide a stable tax base.

ADDRESS TOURISM ACCOMMODATIONS

The use of short-term rentals to address tourism accommodations puts pressure on existing neighborhoods. Establishing hotels near I-15 would alleviate demand for short-term rentals and provide a significant source of revenue for the city. The city should continue to monitor the number of permitted short-term rentals and the number of listings on publicly available websites, such as AirBnb and VRBO.

PROMOTING OPPORTUNITIES THAT ALIGN WITH LOCAL VALUES

Managing growth is a balancing act. The survey and open house showed many residents would like to keep commercial presence limited, particularly in the residential core of the city. In keeping with this vision, there are still several things the City can do to engage in economic development while maintaining and enhancing a sense of community.

The city could explore partnering to host special events, such as farmers’ markets, food truck roundups, festivals, and other local events. This would provide an outlet for small boutique businesses and a gathering place for residents. Additionally, promoting recreational opportunities, such as bicycle races, running, or atv events, could bring additional revenue and highlight Toquerville.

Another option to explore is coordinating with local organizations to host public star parties. This action works in conjunction with the city’s night time lighting ordinance. Periodic public star parties raise awareness and appreciation for the importance of protecting the night sky.

ECONOMIC DEVELOPMENT GOALS

Goal 1: Adopt Land Use Policies that Assist and Strengthen Commercial and Retail Opportunities Near I-15 and the Bypass Road

A. Apply Zoning Tools to Grow Desirable Commercial Areas		B. Incorporate Placemaking into New Commercial Areas	
1	Adopt design standards that are harmonious with the unique look and feel of Toquerville’s landscape.	1	Identify financial resources to assist with placemaking.
2	Use flexible zoning tools where appropriate to maximize use of properties.	2	Include common space amenities, such as art, gathering spaces, and landscaping into new developments.
		3	Incorporate local talent, such as muralists and sculptors, to create a greater sense of place.
C. Focus Efforts on Areas with High Leakage to Increase Tax Revenue		D. Promote and Preserve Future Economic Growth Opportunities	
1	Reduce overall leakage through commercial growth.	1	Identify amount of commercial needed and potential sites.
2	Collaborate with State agencies, such as EDC Utah, to identify opportunities.	2	Concentrate on west side, with visibility and access from I-15.
		3	Coordinate with regional and state economic development organizations and sector experts.

Goal 2: Promote Economic Development through Recreation, Retail, and Accommodations

A. Promote Retail and Tourism Opportunities that Align with Local Values	
1	Allow for small business incubator spaces for artists and other local boutique enterprises.
2	Coordinate with local organizations and provide space for a farmer’s market, food truck roundup, or other pop-up events.
3	Coordinate with community hobbyists to create star parties.
4	Consider creating an annual local festival centered around Toquerville unique history, culture, and/or topography.

City of Toquerville General Plan Update Survey

115 Responses 18:27 Average time to complete Closed Status

1. I am a:

Full-time resident	112
Part-time resident	0
Non-resident	3
Business owner	2
Vacant property owner	2



2. My property is:

in an HOA	19
not in an HOA	96



3. I own property zoned (mark all that apply):

Residential	97
Agricultural	20
Commercial	3
Don't know	8



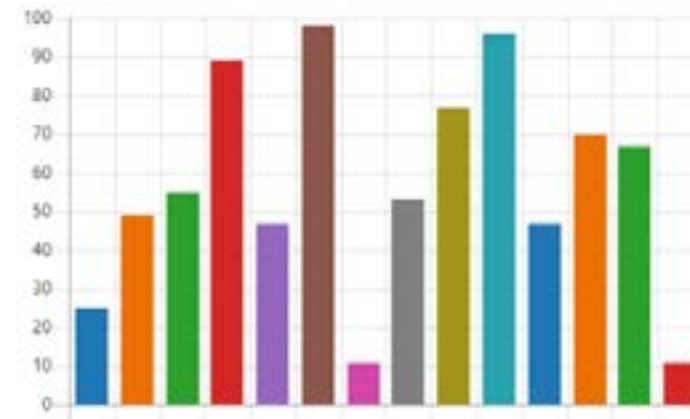
4. How long have you lived in Toquerville?

Less than one (1) year	8
1 to 5 years	36
6 to 10 years	23
11 to 20 years	21
More than 20 years	27



5. Why do you choose to live in Toquerville? (Check all that apply)

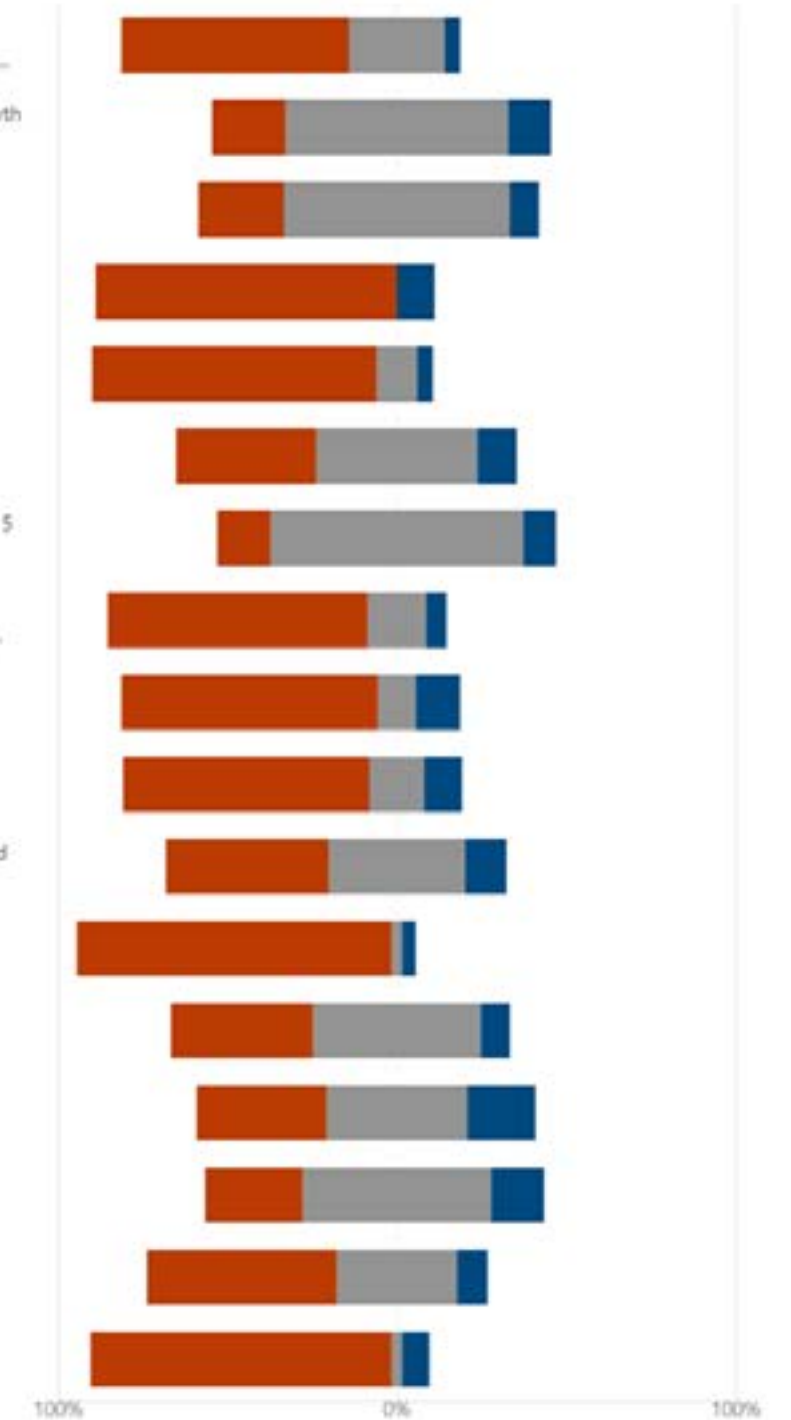
Born or raised in the area	25
Close to family or friends	49
Close to the mountains and N...	55
Like the open space	89
The opportunity to have anim...	47
Quiet community	98
Property taxes	11
Recreational opportunities	53
Safe environment	77
Small town atmosphere	96
Less regulation	47
Dark night sky	70
Clean air	67
Other	11



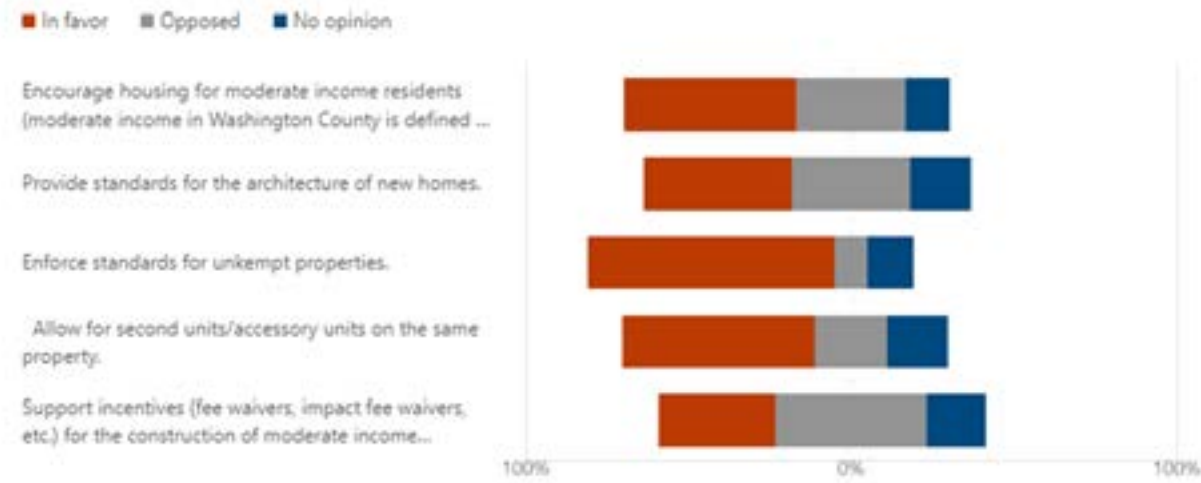
6. The City of Toquerville should:

In favor Opposed No opinion

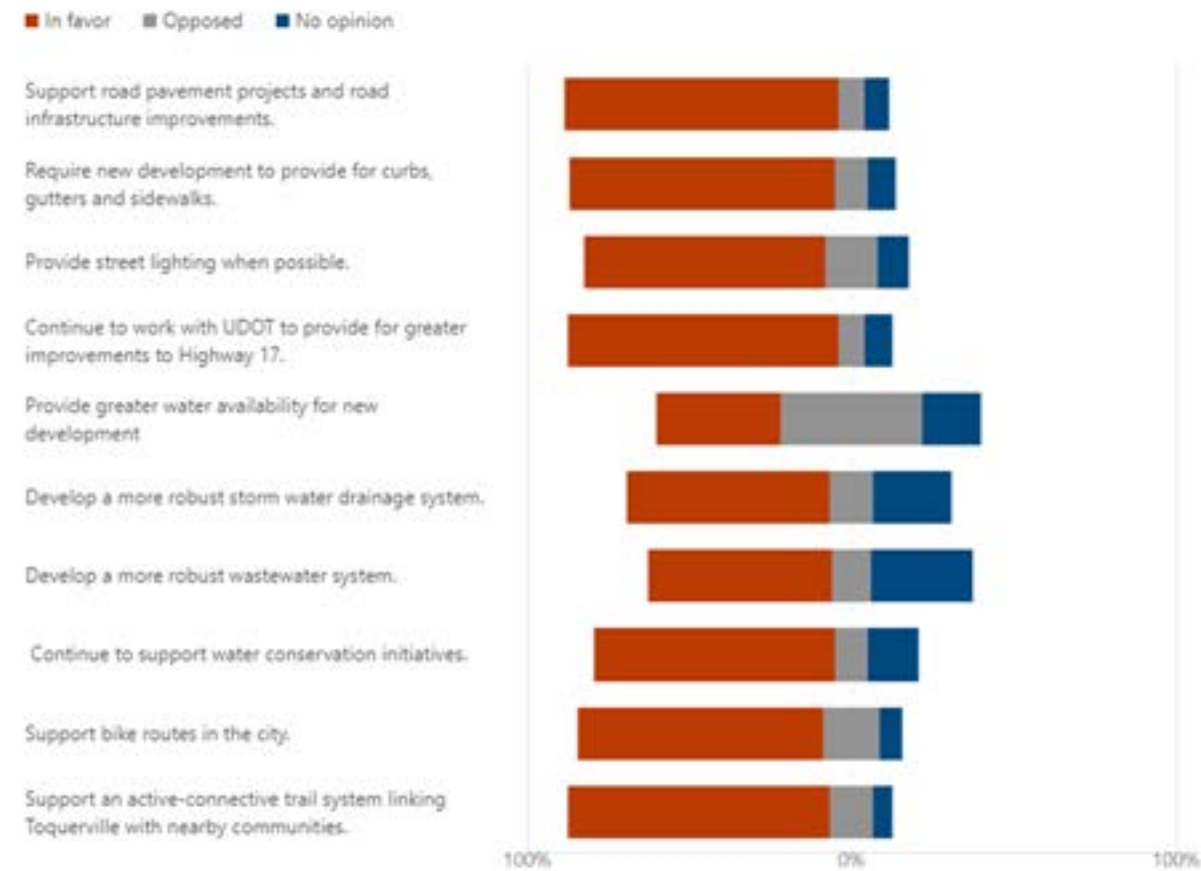
- Provide for new commercial development only adjacent to the new bypass, the Anderson Junction...
- Provide for new commercial development and growth in other areas of town.
- Support and allow for industrial development.
- Preserve agricultural land when possible.
- Support Low Density development as up to 1-2 dwelling units per acre
- Support Medium Density development as 3-5 dwelling units per acre.
- Support High Density development as greater than 5 dwelling units per acre (condos, townhomes,...
- Limit heavy manufacturing and mining (i.e. batch plants, smelting plants, waste transfer stations, etc.).
- Limit warehouses.
- Continue to limit short-term rentals.
- Promote the tourism and hospitality industry in land use designations.
- Preserve and establish open space.
- Support tourist commercial development such as motels, gas stations and restaurants.
- Support annexing more property into the City of Toquerville.
- Support tourist oriented developments and commercial recreation projects.
- Support commercial recreational opportunities adjacent to the new proposed reservoir.
- Preserve the rural character of the city.



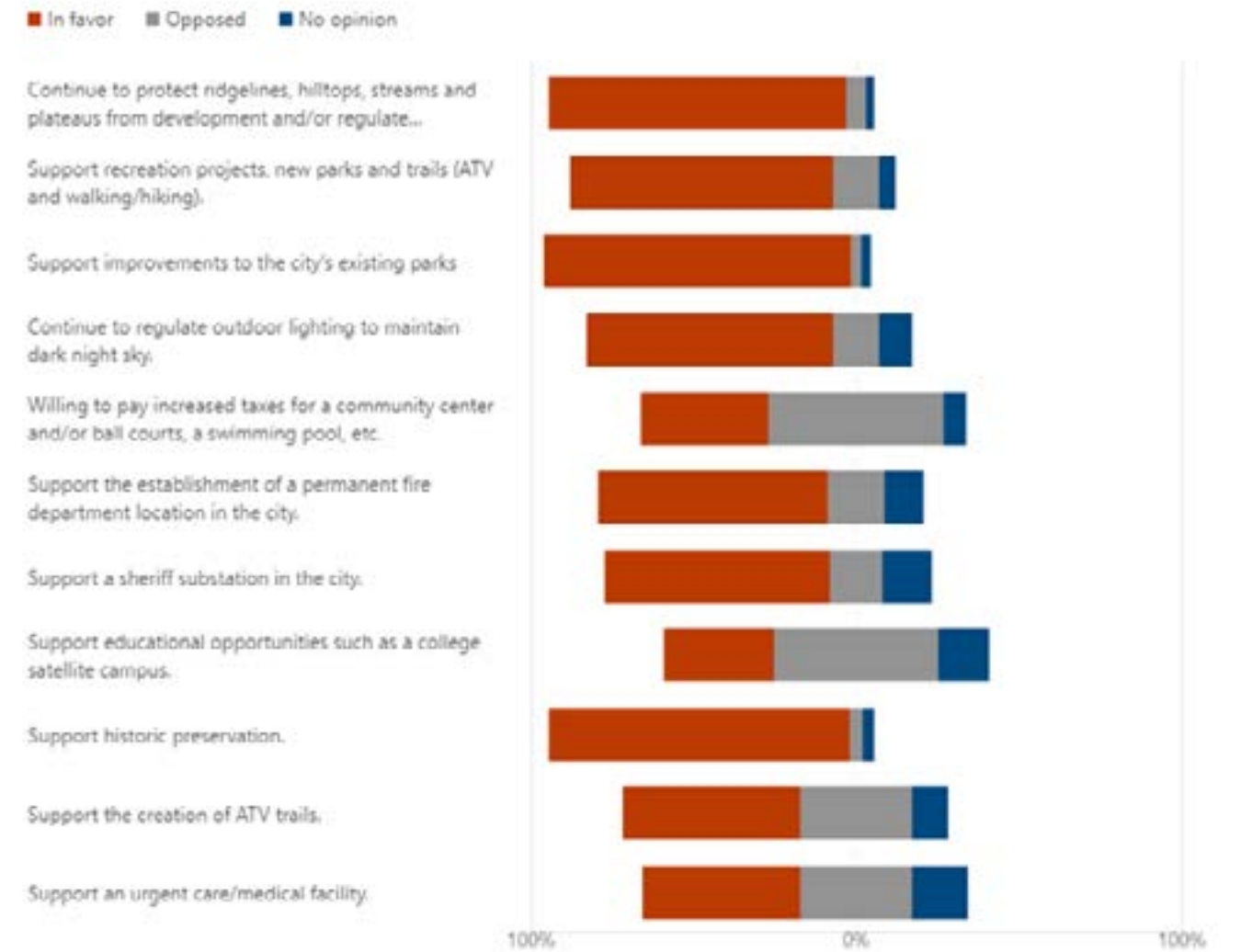
7. The City of Toquerville should:



8. The City of Toquerville should:

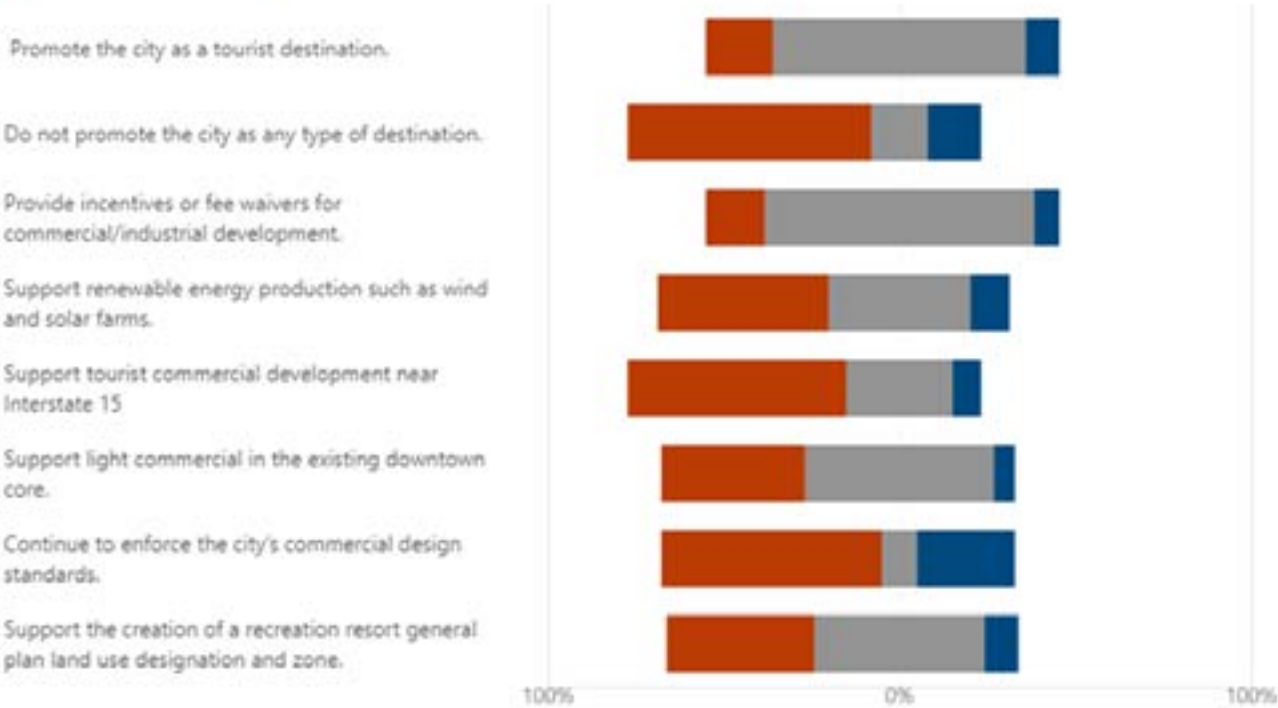


9. The City of Toquerville should:



10. The City of Toquerville should:

In favor Opposed No opinion



11. What is your biggest concern about the future of Toquerville?

115
Responses

Latest Responses

"The rate of growth and high taxes"
"Too many people, newcomers coming in and changing agriculture, lo..."
"The change in character and style as new people move here."

Sunrise						
Alpine Comprehensive Plan - Amended Budget						
	Labor Total Hours	Labor Total Fee	Planner V - Project Manager	Planner IV	GIS Tech II	Total
Remaining Analysis for General Plans						\$1,530
Review of Updated Plans & Studies	10	\$ 1,530		10		
Community Engagement						\$2,648
Stakeholder Committee Meetings (1 in person*; 1 online)	12	\$ 1,836		12		
Open House*	6	\$ 812		4	2	
Comprehensive Plan Completion						\$9,168
Project Maps	8	\$ 906		2	6	
Review & Update Goals	27	\$ 4,131		27		
Final Draft	27	\$ 4,131		27		
General Plan Adoption						\$2,448
Public Hearing Preparation and Review	4	\$ 612		4		
Planning Commission Review (Attend in person*)	10	\$ 1,530		10		
City Council Review (Attend online)	2	\$ 306		2		
Project Administration						\$358
Project Administration	2	\$ 358	2			
Total Labor Hours	108					
Total Labor Cost		\$ 16,152				
Direct Costs						
Travel Expenses (2 trips*)		\$ 1,000				
Printing		\$ 150				
Total		\$ 17,302				

Planner V	\$ 179.00
Planner IV	\$ 153.00
GIS Tech II	\$ 100.00

**Ogden Office**

1481 East 5600 South, Suite E101, Ogden, Utah 84403 | 801.523.0100

May 20, 2024

Mayor Eric Green
Town of Alpine
P.O. Box 3070
Alpine, WY 83128

Re: Alpine Comprehensive Plan Update

Dear Mayor Green,

We appreciate you taking the time to meet with us this past week. As discussed, we have created a proposal for your consideration on a path forward to completing the Alpine Comprehensive Plan. Here are the three key elements of the proposal:

1 – Amend Contract to Remove Ordinance Updates

As we discussed, no work or time has been spent either by the Town or Sunrise toward the ordinance updates in the original work release. This will be removed in an amended contract.

2 – Write Off Unpaid Invoice Hours

Sunrise provided an invoice to Alpine for the remaining of Lance's hours at a total of \$2,674.84 late last fall. We anticipate writing these hours off, so Alpine is not obligated to cover them.

3 – Sign New Work Release

I have attached a new budget that includes the phases and tasks I believe need to be completed to finalize the plan. The new budget is based on the amount remaining on the existing contract, the amount we anticipate writing off, and the amount that would have been used for the ordinance update for a total of \$17,302. This budget includes:

- Utilizing the applicable background information already accumulated but updating it with any regional plans or studies that have been recently amended or completed.
- Project maps from GIS, including large wall maps for office use. We plan on providing large maps of the following: future land use including potential expansion areas, current zoning, and roads. This GIS layers can also be provided to the Town.

- Daniel Jensen traveling to Alpine two times, once for a stakeholder committee meeting and to review the goals in person with staff/council, then a second time to hold an Open House one night, and then a preliminary approval with the Planning Commission the next night. By combining these trips, it reduces the costs. These in-person meetings are indicated with an asterisk on the budget, and at the Town's discretion can remain in the plan or be removed.

PROJECT TEAM

The Sunrise project team will be led by Daniel Jensen, AICP. I have attached the Toquerville General Plan that Daniel recently completed so you can review his work product to see if it meets your needs. Daniel's goal will be to create a finished product that outlines the goals, strategies, and implementation actions the Town would like to achieve to accommodate their ongoing growth. This plan should reflect the values and vision of the community.

PROFESSIONAL SERVICES FEE

Sunrise proposes to complete the work outlined in the Scope of Services as follows:

Phase	Fee	Fee Type	Completion
Alpine Comprehensive Plan Update	\$17,302	Fixed Fee	Four to Six Months
Total:	\$17,302		

If you are interested in proceeding, I will get a new work release put together. Please do not hesitate to reach out with any questions or concerns.

Sincerely,



Karen M Peterson
Community Development Manager
kpeterson@sunrise-eng.com
(801) 725-6026

Attachment

**ORDINANCE NO. 2024-003
TOWN OF ALPINE
BUILDING DEPARTMENT FEE SCHEDULE**

AN ORDINANCE REPEALING AND REPLACING 297 ORDINANCE NO. 2022-15 TOWN OF ALPINE BUILDING DEPARTMENT FEE SCHEDULE FOR BUILDING APPLICATIONS AND PERMIT APPLICATIONS IN THE TOWN OF ALPINE. THIS ORDINANCE WILL ESTABLISH AN EFFECTIVE DATE AT ITS PASSING ON THE THIRD READING.

BE IT ORDAINED BY THE GOVERNING BODY OF THE TOWN OF ALPINE, LINCOLN COUNTY, WYOMING:

Section I: Building Department Fee Schedule

Plan review by Town of Alpine building official is included in the base rate along with the required inspection fees, any additional inspections and/or re-inspections will be charged and/or billed to the property owner accordingly.

Plan Review Fee: A Separate plan review fee of One Hundred (\$100) Dollars per hour for all plan reviews conducted outside of the regular permit submissions will be assessed to all requests.

In addition to the permit fee (base rate and price per square foot) the Town reserves the right with specific findings, to have a 3rd party entity plan review conducted, at the expense of the applicant, these additional costs would be on any complex projects the Town deems necessary.

Building Fees:

Building Type	Base Rate	Price Per Sq. Ft.
Commercial	\$2,600.00	\$0.50/sq. ft.
Multi-Unit Residential	\$1,500.00	\$0.50/sq. ft.
Single Family Residential (Garage with Primary Structure is included in 'SFR' Fee)	\$1,750.00	\$0.25/sq. ft.

Re-Inspections:

If for any reason a project is not ready when the Building Official arrives, **as requested**, thus requiring a return to the project site by the Building Official to conduct the inspection ~~or additional~~, the applicant will be charged accordingly for **each and every** additional visit. **Re-Inspection fees are charged on an hourly basis, if the re-inspection exceeds the allotted minimum time, the applicant will be charged the below identified rate accordingly.**

KEEP

Residential	(Fee Per Each Reinspection)	\$450.00	One (1) hr. minimum
Commercial	(Fee Per Each Reinspection)	\$750.00	One (1) hr. minimum

Other Permits:

Permit Type	Base Rate	Price Per Sq. Ft.
Addition	\$2,000.00	\$0.25/sq. ft.
Remodel	\$1,350.00	\$0.25/sq. ft.

Garage (Not Associated with "SFR" Structure)	\$2,000.00	\$0.25/sq. ft.
Minor Construction Permit Fees:	\$750.00	

Affidavits:

Deck Affidavit	\$300.00
Fence Affidavit	\$175.00
Re-Roof Affidavit (All Like Kind Materials)	\$250.00
Shed Affidavit (Includes Greenhouses)	\$250.00
All Others	\$250.00

Extension Affidavit:

Extension of 1 st Building Permit	\$750.00
Extension of 2 nd Building Permit	\$1,000.00

Sign Permit Fees:

Wall/Canopy	\$300.00
Fee Standing	\$400.00
Permanent Banners	\$275.00 – Per Banner
Temporary Banners (Must be removed 90 days from installation date)	\$125.00 – Per Banner

Miscellaneous Permits:

Demolition Permit (not associated with new construction)	\$300.00
Special Hearing by Planning & Zoning Commission	\$1,500.00
Temporary Use Permit (90 Day Use Only)	\$750.00

Development Fees:**KEEP**

Variance Application (Person requesting variance shall also pay all advertising separately)	\$5,000.00
Zoning Map Amendment Application (Rezone) (Person requesting rezone shall also pay all advertising separately)	\$5,000.00

Replat/Subdivisions Application**KEEP**

Simple	\$3,000.00
Minor	\$5,000.00
Major	\$5,000.00 (plus \$200.00 per lot)

Additional Fees:

If any of the above fees do not fully cover the total costs of processing any application and/or additional inspections or re-inspections, additional fees will be assessed pursuant to Section II of this Ordinance.

Charges for replating of a subdivision applications shall commence at the above cost basis. There may be extra costs incurred, as determined by the Town of Alpine, as every project is unique and may incur additional costs.

Fees listed do not include all costs for advertising which will be billed directly to the property owner along with all other out of ordinary expenses.

SECTION II: Deposit.

Building Type	Deposit
Commercial	\$2,500.00
Multi-Unit Residential	\$2,500.00
Single Family Residential	\$2,500.00
Addition	\$2,500.00
Garage	\$2,500.00
Remodel	\$2,500.00

A deposit fee will be required for all Commercial Building, Multi-Unit Residential Structures, Single Family Residential Structures, Garage Structures, Remodel and Addition Projects permit applications. If reinspection's are needed and/or completed, the reinspection fee will be taken out of the provided deposit. The deposit fee will be returned to the applicant upon completion of the project and after a certificate of occupancy/completion is issued. Should the number of reinspection's prevail over the deposit fee, the project will be stopped until the appropriate reinspection fees are paid in full.

SECTION III: Payment/Refunds/Waiver of Fees.

All **building permit** fees are non-refundable. There shall be no waiver of fees. ~~All Applicants shall be required to present a credit or debit card number and sign an authorization to allow the Town to keep the credit card information on file until a certificate of occupancy, or a sworn statement of the project inspector stating that the project is completed and has passed inspection, has issued, or received by the Town. Any additional inspections shall be charged to the Applicant's card upon seven (7) days' notice from the Administrator that additional inspections are required. Notice shall be mailed to the Applicant's mailing address. All credit or debit card transactions shall be assessed an additional three percent (3%) charge for card processing fees. Visa, MasterCard, and Discover are accepted.~~

SECTION IV: Water And Sewer Connection Fees.

In conjunction with the ~~permit~~ building permit application process and before a building permit is issued, all water and sewer connection fees must be paid in full.

Section V: Severability.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate distinct and independent provision, and such holding shall not affect the validity of the remaining portions of the ordinance.

Section VI: Ordinances Repealed.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section VII: Effective Date.

This Ordinance shall become effective from the date of its passage.

Passed First Reading on the 16th day of April 2024.

VOTE: ___ YES, ___ NO, ___ ABSTAIN, ___ ABSENT

Passed Second Reading on the 21st day of May 2024.

VOTE: ___ YES, ___ NO, ___ ABSTAIN, ___ ABSENT

Passed on Third and Final Reading 18th day of June 2024.

VOTE: ___ YES, ___ NO, ___ ABSTAIN, ___ ABSENT

Eric Green, Mayor of Alpine

ATTEST:

Monica L. Chenault, Clerk / Treasurer

ATTESTATION OF THE TOWN CLERK

STATE OF WYOMING)
COUNTY OF LINCOLN)
TOWN OF ALPINE)

I hereby certify that the forgoing Ordinance No. 2024-003 shall be duly posted for ten (10) days in the Town Office.

I further certify that the foregoing Ordinance will be posted on the Town website in final form, upon its passing and approved by the Town Council as soon as is practicable.

I further certify that the forgoing Ordinance was duly recorded in the BOOK OF ORDINANCES VI, TOWN OF ALPINE, LINCOLN COUNTY, WYOMING.

ATTEST:

Monica L. Chenault Clerk / Treasurer



**ORDINANCE NO. 2024-003
TOWN OF ALPINE
BUILDING DEPARTMENT FEE SCHEDULE**

AN ORDINANCE REPEALING AND REPLACING 297 ORDINANCE NO. 2022-15 TOWN OF ALPINE BUILDING DEPARTMENT FEE SCHEDULE FOR BUILDING APPLICATIONS AND PERMIT APPLICATIONS IN THE TOWN OF ALPINE. THIS ORDINANCE WILL ESTABLISH AN EFFECTIVE DATE AT ITS PASSING ON THE THIRD READING.

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VOTE: 5 YES, 0 NO, 0 ABSTAIN, 0 ABSENT

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VOTE: YES, NO, ABSTAIN, ABSENT

Passed on Third and Final Reading 18th day of June 2024.

VOTE: YES, NO, ABSTAIN, ABSENT

Eric Green, Mayor of Alpine

ATTEST:

Monica L. Chenault, Clerk / Treasurer

ATTESTATION OF THE TOWN CLERK

STATE OF WYOMING)
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TOWN OF ALPINE)

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ATTEST:

Monica L. Chenault Clerk / Treasurer



City of Driggs

60 S Main St. | P.O. Box 48

Driggs, Idaho 83422

Phone: (208) 354-2362 Fax: (208) 354-8522

Permit Fee Summary Sheet

Permit #	BP23-67
Date	1/23/2024
Owner	Rick Shultz
Builder/Contractor	Rick Shultz
Building Address	519 Palisade Trail
Building Description	New Single Family Residence

Plan Review Fee:	\$100.00
Building Permit Fee:	\$2,814.68
Teton County Fire Admin Fee:	\$30.00
Sewer Connection Fee:	\$6,570.00
Water Connection Fee:	\$2,484.00
Park & Recreation Impact Fee:	\$1,597.00
Transportation Impact Fee:	\$5,129.00
Fire and Rescue Impact Fee:	\$1,631.00
TOTAL	\$20,355.68



City of Driggs

60 S Main St. | P.O. Box 48

Driggs, Idaho 83422

Phone: (208) 354-2362 Fax: (208) 354-8522

Permit Fee Summary Sheet

Permit #	
Date	
Owner	
Builder/Contractor	
Building Address	
Building Description	

Plan Review Fee:

Building Permit Fee:

Teton County Fire Admin Fee:

Sewer Connection Fee:

Water Connection Fee:

Park & Recreation Impact Fee:

Transportation Impact Fee:

Fire and Rescue Impact Fee:

TOTAL

\$0.00

Building Permit Fee Calculation**Permit #**

Date	
Owner	
Builder	
Building Address	
Building Description	
Building Type and Group	
ICC Value / Sq. Ft.	
Square Feet	
Building Valuation	\$0.00
Building Type and Group	
ICC Value / Sq. Ft.	
Square Feet	
Building Valuation	\$0.00
Building Type and Group	
ICC Value / Sq. Ft.	
Square Feet	
Building Valuation	\$0.00
Total Valuation	\$0.00
Building Permit Fee	\$0.00

Building Permit Fee Table**Total Valuation Range****Fee Variable** (multiplied times
valuation for fee)

\$1 - \$50,000	\$100 + \$50/Inspection
\$50,001 - \$250,000	0.007
\$250,001 - \$500,000	0.006
\$500,000 - \$1,000,000	0.005
\$1,000,001 - \$2,500,000	0.004
Over \$2,500,000	0.003

Water & Sewer Connection Fee Calculation

Date 1/0/00
Owner =BuildingPermit!B4
Builder =BuildingPermit!B5
Building Address 0
Building Description =BuildingPermit!B7

WSFU CALCULATOR

Fixture type	Units per Fixture	Est. Fixtures this Building	Total WSFU This Building
Bar Sink	1	0	0
Bathtub or Comb. Bath/Shower	4	0	0
Bidet	1	0	0
Clotheswasher, Domestic	4	0	0
Dishwasher, domestic	1.5	0	0
Kitchen sink, domestic	1.5	0	0
Laundry Sink	2	0	0
Lavatory Sink	1	0	0
Lawn Sprinkler, each head	1	0	0
Shower	2	0	0
Water Closet, 1.6 GPF Gravity tank	2.5	0	0
Total WSFUs			0

In City	
Out Of City	

CONNECTION FEES (per Resolution #221-07)

Sewer Connection (\$3654 minimum fee + \$146/WSFU) X 150% if Out of City

Existing House WSFU

New Addition WSFU

New WSFU Over 25

1"	▼
----	---

Total Sewer

Water Connection Size:

1"	▼
----	---

Meter

Brass

Meter

MXU

Meter Installation Fee

Total Water

	\$0.00
0	
0	
86	
	\$3,654.00
	\$0.00
	\$1,911.00
	\$298.00
	\$210.00
	\$65.00
	\$2,484.00

DEVELOPMENT TYPE	PARK & RECREATION FEES	TRANSPORTATION FEES	FIRE & RESCUE FEES
Residential Development (per housing unit by square feet)			
Under 500	\$418	\$1,748	\$422
500 to 999	\$873	\$3,055	\$894
1,000 to 1,499	\$1,142	\$3,821	\$1,163
1,500 to 1,999	\$1,327	\$4,362	\$1,361
2,000 to 2,499	\$1,476	\$4,781	\$1,509
2,500 to 2,999	\$1,597	\$5,129	\$1,631
3,000 to 3,499	\$1,699	\$5,415	\$1,737
3,500 to 3,999	\$1,787	\$5,671	\$1,829
4,000 to 4,499	\$1,861	\$5,887	\$1,905
4,500 to 4,999	\$1,931	\$6,089	\$1,976
5,000 to 5,499	\$1,996	\$6,269	\$2,042
5,500 to 5,999	\$2,051	\$6,430	\$2,098
6,000 or More	\$2,107	\$6,584	\$2,154
Nonresidential Development (per 1,000 square feet)			
Retail	\$0	\$8,423	\$3,600
Office	\$0	\$3,247	\$1,388
Industrial	\$0	\$1,462	\$623
Warehousing	\$0	\$515	\$623
Institutional	\$0	\$3,229	\$1,379
Lodging (per room)	\$882	\$2,747	\$1,024

May 21, 2024

Town Council:

I am writing to provide an update on my research regarding fee schedules for municipalities, specifically focusing on Jackson, Teton County (Wyoming), Driggs, Victor, Lander, Star Valley Ranch, Thayne, Afton, and Pinedale.

While initially considering a spreadsheet format for comparison, I realized that due to the diverse nature of fee structures and the unique way each municipality splits up or combines fees, a spreadsheet may not provide an accurate or meaningful comparison. Instead, I have compiled fee schedules from each municipality, which are included in the folder provided.

Through this research, I aimed to gain insights into the various fee structures employed by municipalities of similar size and demographic composition to ours. By examining the fee schedules of these municipalities, we can identify trends, best practices, and potential areas for improvement within our own fee schedule framework.

Unfortunately, not all municipalities provided their development fees on their websites, so I had to contact them directly to gather the necessary information. Despite this challenge, I was able to compile a few comparative tables of development fees for those municipalities that provided accessible data. I want to clarify that the development fees for Jackson and Teton County (Wyoming) are not included in the tables due to the complexity of their fee structures. Additionally, the fees for Lander and Star Valley Ranch are not included due to the lack of available information. I included Town of Alpine’s current and proposed development fees as well. Please find the table below:

Town of Alpine - Current Fee Schedule - Development Fees
--

Variance Application	\$1,500.00
Rezone Application	\$2,500.00
Simple Replat	\$750.00
Minor Replat	\$1,500.00
Major Replat	\$2,500.00 (plus \$100.00 per lot)

Town of Alpine - Proposed Fee Schedule – Development Fees	
Variance Application	\$5,000.00
Rezone Application	\$5,000.00
Simple Replat	\$3,000.00
Minor Replat	\$5,000.00
Major Replat	\$5,000.00 (plus \$200.00 per lot)

Town of Afton - Current Fee Schedule – Development Fees	
Variance Application	\$150.00
Rezone Application	\$150.00
Simple Replat	\$150.00
Minor Replat	\$150.00
Major Replat	\$150.00

Town of Thayne - Current Fee Schedule – Development Fees	
Variance Application	\$100.00
Rezone Application	\$100.00
Simple Replat	\$100.00
Minor Replat	\$100.00
Major Replat	\$100.00

City of Victor - Current Fee Schedule – Development Fees	
Variance Application	\$745.00
Rezone Application	\$2,498.00
Simple Replat (Under 5 Lots)	\$4,128.00
Minor Replat (6 to 20 lots)	\$4,421.00

Major Replat (Over 20 lots)	\$4,460.00
In Addition to Replat Price: Concept 10% - Preliminary Plat 60% - Final Plat 30%	
City of Driggs - Current Fee Schedule – Development Fees	
Variance Application	\$710.00
Rezone Application	\$1,215.00 – 5 Acres or less 6-20 Acres - \$1,695.00 >20 Acres - \$2,175.00
Simple Replat	\$680.00
Minor Replat	\$1,185.00
Major Replat	\$1,805

I believe this information will serve as a solid foundation for our discussions on potential changes to our own building fee schedule. It highlights areas where adjustments may be necessary to ensure competitiveness, fairness, and alignment with standards.

I welcome your input and guidance as we work towards enhancing our fee structure to better serve the needs of our community.

Once again, thank you for your support and collaboration on this important initiative. If you have any questions or require further information, please feel free to contact me.

Thank you for your attention to this matter.

Warm regards,

Sarah Greenwald

Admin Assistant

CITY of VICTOR

Fee Schedule

Fee Schedule

The City of Victor Fee Schedule is approved by public hearing and adopted by City Council. The following information is the most recent fee schedule including new Impact Fees which were adopted in April 2023. Please reference the **Development Impact Fee Ordinance** [↗](#) for more information.

Land Use Fees

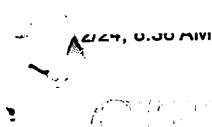
Planning and Zoning

Agricultural Buildings	\$50.00
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Building Permit Fees- Based on the valuation of the project

\$1 to \$500	\$22.50
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\$501 to \$2,000	\$23.50 for the 1st \$500 plus 3.05 for each additional \$100, or fraction thereof, to and including \$2,001
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\$25,001 to \$50,000

\$391.75 for the 1st \$25,000 plus \$10.10 for each additional \$1,000, or fraction thereof, to and including \$50,001

Building Permit

\$50,0001 to \$100,000

\$643.75 for the 1st \$50,000 plus \$7 for each additional \$1,000, or fraction thereof, to and including \$100,001

\$100,001 to \$500,000

\$993.75 for the 1st \$100,000 plus \$5.60 for each additional \$1,000, or fraction thereof, to and including \$500,000

\$500,001 to \$1,000,000

\$3,233.75 for the 1st \$500,000 plus \$4.75 for each additional \$1000, or fraction thereof, to and including \$100,000

\$1,000,001 and up

\$5,608.75 for the 1st \$1,000,000 plus \$3.65 for each additional \$1000, or fraction thereof

Building Permits for Commercial

Commercial Permit Fees Based on Commercial Values per Square Foot see (ICC Building Valuation Data)

Building Permit Extension

.3 (30%) x original permit fee

Other Land Use Fees

Change of Use (to a Residential Occupancy) \$100

Change of Use (to a Commercial/Industrial Occupancy) \$150

CITY of VICTORIDA

	\$200 fee
Fences over 6 feet high	\$50.00
Mechanical Permit (Commercial)	\$100/ unit
Mechanical Permit (Residential)	\$75/ unit
Moving/Demolition Permit	\$900 bond (refundable upon completion), \$100 fee
Re-inspection due to incomplete work	\$50/hour (1 hr min)
Additional Inspections/reviews beyond permit cost	\$50/hour (1 hr min)
Re-Roofing Permit	\$75.00
Sign building permit (if required)	\$75.00
Type 1 Setting (Full Concrete or Block Foundation)	\$250.00
Type 2 Setting (Pier Foundation with Skirting)	\$150.00
Type 3 Setting (Detached Accessory Structures)	\$50.00
Idaho Construction Multiplier	97% Valuation
Pre-Application Conference Retainer	\$15,000
Staff Consultation	Free to Applicant
Annexation	\$2,549.00

CITY of VICTORIA

Over 20 lots	\$4,460.00
Survey Review (New Subdivision)	\$380.00
Survey Review (Survey, Lot Split, Boundary Line Adjustment)	\$230.00
Variance	\$745.00
Zoning Amendment Zone Change	\$2,498.00
Zone Verification written letter	\$40.00
ROW/Easement Vacation	\$1,648.00

Public Works Fees

Public Works Services & Utility Fees

Backhoe per hour	\$75.00
Dump Truck per hour	\$100.00
Encroachment Permit	\$75.00
Excavation Permit (Utility Companies)	\$0
Grader per hour	\$125.00
Hydro per hour	\$200.00
Irrigation Yearly Rate (standard)	\$534.32/acre

CITY of VICTORIA

Loader per hour	\$100.00
Mower absentee owner overgrowth per hour	\$35 + Costs
Re-inspection due to incomplete work	\$50.00
Sewer Connection 1 within city limits	\$2,125.00
Sewer Connection 2 outside city limits	\$3,187.50
Sewer Lines Servicing per hour	\$50.00
Sprayer with Tractor Contractor	Cost +20%
Street Excavations	\$900 bond (refundable upon completion), \$100 fee
Sweeper per hour	\$76.00
Vacuum per hour	Cost +20%
Water Service Connection 1 within City limits	\$3,420.00
Water Service Connection 2 outside City limits	\$5,130.00
Water turn on/shut off per call	\$35.00 // \$120 after hours
Water Restoration Fee from inactive account	\$500.00
Water Service Lines	\$50 + materials
Water Service Lines after hours	\$120 + materials

Business Licensing/Misc.

SEPTEMBER 1, 2023)

Business License New	\$100.00
Business License Renewal	\$50.00
Copying over 100 pages	\$.15 per page
Park Reservation ≤ 2 hours	\$25.00
Park Reservation 2-6 hours per day	\$25.00 + \$10.00/hour (\$55.00 max)
Park Reservation Over 6 hours per day	\$70.00
Records Research over 2 hours	Cost of lowest paid staff or contractor who is necessary and qualified to process request
Special Events Permit per event	\$75.00
Temporary Business License per day (14 days)	\$25.00
Temporary Business License Long Term	\$1000.00 Annually
Wire Transfer Fee	\$20.00 per wire
Bounced Check Fee	\$25.00 per check
Credit Card Fee (non-utility payments)	1.2% of total transaction

Civil Fines

General Penalty	\$100.00 1st, \$200.00 2nd, \$300.00 each additional violation
Misdemeanor Jail time up to 6 months	Up to \$1000



Civil No jail time payable at City Hall	Up to \$1000
Failure to get a business license	\$400.00
Failure to get peddler's license	Up to \$1000
Failure to pay Municipal Non-Property Tax Misdemeanor	Up to \$1000
Sexually Oriented Business Failure to Permit Misdemeanor	Up to \$1000
Disturbing the Peace	Up to \$1000
Air Brake Violation	\$100.00
Open Container Infraction	Up to \$1000
Residential Property Nuisances	Up to \$1000
Failure to Obtain Permits	25% of cost of permit
Public Indecency- Nudity	Up to \$1000
Dog at Large -Civil	\$50 1st, \$100 2nd, \$150 3rd & 4th
Dogs in City Park	\$25.00
Animal Control- Non-Licensing Civil Fine	\$50 1st, \$100 2nd, \$150 3rd & 4th
Animal Control: Failure to Restrain/Nuisance Civil	\$50 1st, \$100 2nd, \$150 3rd & 4th misd
Animal Control: impound 1st offense payable to shelter	\$50.00



Animal Control: impound 3rd offense and over \$150.00
payable to shelter

Impact Fees: Parks and Recreation Fee

Residential (per housing unit by square feet)

Under 500 sq ft	\$518.00
500 to 999 sq ft	\$1,083.00
1,000 to 1,499 sq ft	\$1,417.00
1,500-1,999 sq ft	\$1,647.00
2,000-2,499 sq ft	\$1,832.00
2,500-2,999 sq ft	\$1,981.00
3,000-3,499 sq ft	\$2,108.00
3,500-3,999 sq ft	\$2,218.00
3,500-3,999 sq ft	\$2,310.00
4,500-4,999 sq ft	\$2,396.00
5,000-5,499 sq ft	\$2,477.00
5,500-5,999 sq ft	\$2,546.00
6,000 or more sq ft	\$2,615.00

Non-Residential (per 1,000 square feet) for
Retail, Office, Industrial, Institutional, Lodging

Impact Fees: Transportation Pathways

Residential (per housing unit by square feet)

Under 500 sq ft	\$558.00
500 to 999 sq ft	\$1,166.00
1,000 to 1,499 sq ft	\$1,525.00
1,500-1,999 sq ft	\$1,773.00
2,000-2,499 sq ft	\$1,972.00
2,500-2,999 sq ft	\$2,133.00
3,000-3,499 sq ft	\$2,269.00
3,500-3,999 sq ft	\$2,387.00
4,000-4,499 sq ft	\$2,486.00
4,500-4,999 sq ft	\$2,579.00
5,000-5,499 sq ft	\$2,666.00
5,500-5,999 sq ft	\$2,740.00
6,000 or more sq ft	\$2,815.00

Non-Residential (per 1,000 square feet) for
Retail, Office, Industrial, Institutional, Lodging

Lodging (per room)	\$1,178.00
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CITY of VICTOR

Under 500 sq ft	\$1,065.00
500 to 999 sq ft	\$1,822.00
1,000 to 1,499 sq ft	\$2,267.00
1,500-1,999 sq ft	\$2,582.00
2,000-2,499 sq ft	\$2,824.00
2,500-2,999 sq ft	\$3,024.00
3,000-3,499 sq ft	\$3,192.00
3,500-3,999 sq ft	\$3,340.00
4,000-4,499 sq ft	\$3,467.00
4,500-4,999 sq ft	\$3,584.00
5,000-5,499 sq ft	\$3,688.00
5,500-5,999 sq ft	\$3,782.00
6,000 or more sq ft	\$3,868.00
Non-Residential (per 1,000 square feet) for Retail, Office, Industrial, Institutional, Lodging	
Retail	\$5,499.00
Office	\$2,119.00
Industrial	\$952.00
Institutional	\$2,106.00

Pass through Fees

*** These fees may be assessed if necessary on top of the city fees. These fees are fully passed through to the applicant.

Fire Impact Fees

Residential (per housing unit by square feet)

Under 500 sq ft	\$422.00
500 to 999 sq ft	\$894.00
1,000 to 1,499 sq ft	\$1,163.00
1,500-1,999 sq ft	\$1,361.00
2,000-2,499 sq ft	\$1,509.00
2,500-2,999 sq ft	\$1,631.00
3,000-3,499 sq ft	\$1,737.00
3,500-3,999 sq ft	\$1,829.00
4,500-4,999 sq ft	\$1,976.00
5,000-5,499 sq ft	\$2,042.00
5,500-5,999 sq ft	\$2,098.00
6,000 or more sq ft	\$2,154.00

Non-Residential (per 1,000 square feet) for
Retail, Office, Industrial, Institutional, Lodging

Institutional	\$1,379.00
Lodging (per room)	\$1,024.00
Building Permits	
Construction Plan Review	
Fire Sprinkler Review/Inspection	\$300.00
Fire Alarm Review/Inspection	\$200.00
Commercial Kitchen Suppression	\$100.00
Subdivision Plan Review	
3 units - 10 units	\$250.00
11 or more units	\$500.00
Outside Review Per Hour	
Engineering Review per hour	\$175.00
Plan Review per hour	\$80.00

CITY OF VICTORIA

CITY OF VICTORIA

CITY OF VICTORIA

CITY of VICTOR

Fee Schedule

Human Resources

Planning & Building

Parks & Utilities



VICTOR CITY HALL

138 N. Main St.

P.O. Box 122

Victor ID 83455

CITY HALL BUSINESS HOURS

Mon - Thurs 8:00 am - 6:00 pm

Closed Friday

PUBLIC WORKS BUILDING

280 Stevens Way

Victor, ID 83455

PUBLIC WORKS BUSINESS HOURS

Mon -Thurs 7:00 am - 5:00 pm

208-274-7082

Contact

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City Code

Meetings

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Permit Fees

TSVR Assistant Clerk <planning@starvalleyranchwy.org>

Tue 2/13/2024 10:05 AM

To:Office <office@alpinewy.gov>

Caution: External (planning@starvalleyranchwy.org)

First-Time Sender [Details](#)

[Report This Email](#) [FAQ](#) [GoDaddy Advanced Email Security](#), Powered by [INKY](#)

Hello Sarah,

I am sorry it took so long to get back to you. We were in the middle of updating our building permit fees. Here is our current fee schedule.

Permit and Construction Fees, and Inspection Fees		
Permit Type	Fee	Price Per Sq. Ft.
Adding an addition to an existing residence	\$500.00	\$1.00/ sq. ft.
Additional Driveway installation or expansion of current driveways that connect to a public roadway, or resurfacing of any existing driveway	\$100	\$0
Commercial temporary buildings	\$300	\$0
Demolition (residential or commercial)	\$300	\$0
Fences (including dog runs not to exceed 128 square feet)	\$100	\$0
New commercial building	\$1,000	\$2.00/ sq. ft.
New single-family residence	\$500.00	\$1.00/ sq. ft.
Structural modifications to existing	\$500.00	\$1.00/ sq. ft.
Structures greater than 200 square feet (not detached garages)	\$250.00	\$1.00/ sq. ft.
Decks attached to the home, decks over 30 inches in height, decks over 250 sq ft, and retaining walls over four feet in height.	\$200.00	\$0
Roof-in-kind	\$0	\$0
Miscellaneous Fees		
Re-inspection fee	\$100.00- Paid by the applicant	
Third-party fees	Cost- Paid by the applicant	
Extension Permit	Half of the original permit fee	

Let me know if you need anything else.

Thanks,

Gina Corson

Assistant Clerk/Court Clerk/Planning and Zoning Clerk

Town of Star Valley Ranch

<https://www.starvalleyranchwy.org/>

171 Vista Drive #7007

Star Valley Ranch, WY 83127

307-883-8696

**RESOLUTION 23-20, APPENDIX A
FEE SCHEDULE, EFFECTIVE 10/17/2023**

Section 2, Itemc.

This Schedule excludes Water, Sewer, and Capacity Fees found in Title 13

Business License		\$ Current Fee
5.16.010	Sales Tax Collecting	
	less than 10 employees	126.00
	11-49 employees	252.00
	50-99 employees	378.00
	100 employees, or more	630.00
5.16.020	Non-Sales Tax Collecting	
	less than 10 employees	164.00
	11-49 employees	365.00
	50-99 employees	492.00
	100 employees, or more	819.00
5.16.025	Independent Contractors and Agents	126.00
5.16.027	Commercial Rentals	128.00
5.16.027	Residential Rentals	128.00
5.06.130	Solicitation - Commercial	128.00
5.06.150	Solicitation - Highway or Street	128.00
5.20.010	Installation Permit	32.00
5.32.040	Pawnbroker	33.00
5.20.020	Exposition Licenses	
	5 or fewer vendors; for-profit expositions	131.00
	more than 5 vendors; for-profit expositions	263.00
	5 or fewer vendors; non-profit expositions	66.00
	more than 5 vendors; non-profit expositions	131.00
5.12.080 A	Application Fee, Non-Refundable Portion	
	processing fee for denied license	47.00
5.04.026 B	Renewal Late Fee	
	\$32 per month on January 31st	32.00
5.12.130	Change of Location Fee	
	notice given on new application	47.00

Ground Transportation		\$ Current Fee
5.50.040 B	Transportation License	
	< 10 employees	126.00
	> 10 employee	252.00
5.50.050 B	Vehicle License Permit	
	>30 mpg	48.00
	< 30 mpg	72.00
5.50.060 B	Operator License Permit	
	new	120.00
	renewal	61.00
5.50.085	Taxi Fares	
	see Resolution #21-10 "A RESOLUTION ESTABLISHING A GROUND TRANSPORTATION FARE MAP"	
	https://www.jacksonwy.gov/575/Taxi-Fee-Information	

**Miscellaneous
Public Records**

\$ Current Fee Section 2, Itemc.

Copy	
electronic document, <i>per document</i>	11.00
black and white paper	0.27 /page
color paper	0.53 /page
Plotted Map	
size 11x17, each	15.00
size 24x36, each	38.00
size 36x54, each	53.00
Photograph	15.00
Police Report	15.00
LDRs and Comprehensive Plan	62.00
Research / Compilation Services	16.00
External electronic media (disk, usb drive, etc.)	15.00
Postage / shipping	actual cost
Other special circumstances	actual cost
Vehicle Inspection	10.00
Public Intoxication Administrative Fee (Set by Ordinance)	25.00
DUI Administrative Fee (Set by Ordinance)	
Convicted	800.00
Deferred	750.00
Boot list Administrative Fee (Set by Ordinance)	50.00
Municipal Court Record Search	10.00

Jackson Hole Airport		\$ Current Fee
2.36.120	Passenger Boarding Fee	
	Per passenger enplaning commercial aircraft, not to exceed	6.00

Liquor License		\$ Current Fee
6.20.006 C	Annual Liquor License	
	Bar and Grill: renewal	3,000.00
	Bar and Grill: new application	10,500.00
	Limited Retail (Club)	500.00
	Microbrewery	500.00
	Resort	3,000.00
	Restaurant	3,000.00
	Retail	1,500.00
	Satellite Manufacturer	100.00
	Satellite Winery	100.00
	Winery	500.00
6.20.006 D	Temporary, 24-Hour Permits	
	Catering	50.00
	Malt Beverage	50.00
	Manufacturer's Off-Premises	50.00

Animal Shelter Impounding, Board, Adoption		\$ Current Fee
7.02.040 B	Capture of Animals, Impoundment	
	First	33.00
	Same animal, second within one year	46.00
	Same animal, third within one year	65.00
	Same animal fourth and more within one year	130.00
	Impoundment, Boarding	
	First 24-hours included in impoundment fee	-
	per animal for each 24-hours	19.00
7.02.050	Adoption	
Res 09-04	Dog, impounded for 7+ days	117.00
Res 09-04	Cat, impounded for 7+ days	101.00

Animal Control, Dog and Cat License

\$ Current Section 2, Itemc.

7.12.020	Dog, annual fee	64.00
	Cat, annual fee	64.00
	Owner Surrender	37.00
	Rabies voucher	27.00
	Teton County License	27.00
	Altered	11.00
	Unaltered	27.00

Health and Safety, Alarms

\$ Current Fee

8.32.090	Police response to a false alarm	207.00
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Waste Reduction Fee (Plastic Bag)

\$ Current Fee

8.36.020 J	Consumer Waste Reduction Fee, paper or plastic bag	0.20
8.36.050 A	Store retains	0.10
8.36.050 B	Remit to Town of Jackson	0.10
8.36.070 D	Late remittance to Town of Jackson	10.00
8.36.070	Audit and Violations	
8.36.070 C	First conviction	55.00
8.36.070 C	Second conviction	110.00
8.36.070 C	Third Conviction goes to Municipal Court	-

Encroachment Permit

\$ Current Fee

12.08.030	Encroachment Agreements	
	Deposit on Application: Non-Refundable, applied to final request	50.00
	Request for Encroachment	601.00
	Encroachment Agreement	601.00
	Crane in PROW (set in crane agreements, per license)	
	Crane Swing in PROW (set in crane agreements, per license)	
	Amendments to Agreements: Half the cost of the Agreement Fee	
	Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work)	
12.08.060	Encroachment Activity:	
	Minimum Fee: Non-Refundable, applied to full Permit Fee	50.00
	Amendment to Permit: Non-refundable	25.00
	Utility Excavation in public street - per utility	500.00
	Utility Excavation in public alley - per utility	300.00
	Utility Excavation in public easement - per utility	300.00
	Driveway cuts/curb cuts installation/replacement - each	180.00
	Curb and gutter installation - each block	180.00
	Sidewalk installation - each block	180.00
	Construction-related, occupy street travel lane - per 50 ft of lane/day	75.00
	Construction-related, occupy bike travel lane/pathway/cycle track - per 50 ft of lane/day	20.00
	Construction-related, occupying sidewalk and buffer area - per 50 ft of lane/day	15.00
	Construction-related, occupy public alley - per day	180.00
	Construction-related, occupy time-restricted parking space - per space/day	89.00
	Construction-related, occupy non-time restricted parking space - per space/day	50.00
	House moving, per Town staff assistance	45.00
	Other, as deemed appropriate by Public Works Director	
	Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work)	
	Excavation, Construction, and Occupancy fees are cumulative	
	Fees are per the table unless otherwise noted, conditioned, or regulated (e.g. restrictions for winter snow removal ordinance). Minimum permit fees may apply. Minimum pay quantity is as shown.	
	Fees, other than the Deposit on Permit, are non-refundable unless staff determines that it was notified prior to the permitted dates that the permit activity would not occur.	

Full lane closure is inclusive of adjacent parking, does not include sidewalk and buffer area fee.

Fee Waivers are in accordance with the Planning Permit Fee Waiver policy or other established agreements.

Parklet Permit	\$ Current Fee
12.10.050 A Annual Parklet fee	3,500.00

Special Event Permit	\$ Current Fee
12.28.050 F Applicants:	
Non-Profit	29.00
For-Profit, including commercial film/photo	1,000.00
Expressive Activity	-

Planning Permit	\$ Current Fee
Fee Waiver	
The Town Council may reduce, defer, or waive application fees upon request if the proposed project advances significant community goals, which include but are not limited to, the following:	
1. A project that is sponsored by a governmental entity, or a project that received public funding.	
2. A project that provides extraordinary charitable, civic, educational, or similar benefits to the community.	
Such requests shall be submitted, for action by the Town Council, to the Planning Director within 30 days of receipt and prior to the submittal of an application. All requests shall be made prior to initiating a project as set forth in LDR Division 5100.	
Fees are non-refundable once processing has commenced unless staff has determined that the permit is unnecessary.	
General Pre-Application Conference (per Pre-App meeting)	
Sketch Plan, Special Use, Planned Unit Development	767.00
Conditional Use, Development Plan, Map Amendment	384.00
Development Option Plan	384.00
Grading & Erosion Control	192.00
Optional/Elective Conference with:	
Staff	192.00
Planning Commission or Town Council	original fee
Design Review Committee	255.00
Physical Development	
Sketch Plan, Development Plan	3,198.00
Sign Permit	
Per Sign	96.00
Master Signage Plan	384.00
Basic Use Permit	640.00
Basic Use Permit - Short-Term Rental	
Initial Application Fee - per bedroom	500.00
Annual Renewal Fee	500.00
Conditional Use Permit	
Use Permit only	3,198.00
Concurrent with application requiring public hearing	640.00
Special Use Permit	3,198.00
Development Option or Subdivision	
Development Option Plan	640.00
Subdivision Plat, plus technical review fee	1,279.00
Exempt Land Division	no charge
Boundary Adjustment	
Plat Required, plus technical review fee	1,279.00
Without Plat, plus technical review fee	576.00

Interpretations	
Formal Interpretation	640.00
Zoning Compliance Verification	640.00
Amendments	
LDR Text	1,919.00
Zoning Map	1,919.00
Planned Unit Development	1,919.00
Relief	
Administrative Adjustment	640.00
Variance	640.00
Appeal of Administrative Decision	640.00
Beneficial Use Determination	1,279.00
Enforcement	
After-the-Fact Permit	initial fee x 2
Amendments of Permits or Approvals	
Re-Submittal while in review process	half initial fee
To approved plans and permits, <i>fee for permit review required by net change in density/intensity</i>	calculation
To condition requiring Council approval	640.00
Miscellaneous	
Administrative decision elevated to public hearing	640.00
Planner of Day, miscellaneous services, research, <i>per hour</i>	100.00

Building Permit (IBC)		\$ Current Fee
15.04.020 7	Deposit on Building Permit	
	Non-refundable, applied to full BP fee	532.00
15.04.090	New Buildings and Additions	
	Single Family Residence	1.60/sf
	Commercial, Office, Multi-family and similar	1.06/sf
	Warehouse, storage and similar	1.06/sf
15.04.090	Remodels and Alterations	
<u>Total Valuation</u> <u>Fee Calculation</u>		
\$1 to 17,000		272.00
\$17,001 to 40,000	\$272 for the first \$17,000 plus \$11 for each additional \$1000 or fraction thereof, to and including \$40,000	
\$40,001 to 100,000	\$518 for the first \$40,000 plus \$9 for each additional \$1,000 or fraction thereof, to and including \$100,000	
\$100,001 to 500,000	\$1,093 for the first \$100,000 plus \$7.00 for each additional \$1,000 or fraction thereof, to and including \$500,000	
\$500,001 to \$1million	\$4,072 for the first \$50,000 plus \$5 for each additional \$1,000 or fraction thereof, to and including \$100,000	
\$1,000,001 to \$5million	\$6,732 for the first \$100,000 plus \$3 for each additional \$1,000 or fraction thereof, to and including \$5,000,000	
\$5million +	\$19,501 for the first \$500,000 plus \$1 for each additional \$1,000 or fraction thereof	
15.04.090	Other Inspections	
	Plan review assessed @ 65% of building permit fee	
	outside normal business hours	106.00/hr
	Re-inspection under Section 305(g)	80.00/hr
	No fee specifically indicated	80.00/hr
	Review of revisions made to Approved Plan	106.00/hr

Mechanical Permit (IMC)

\$ Current

Section 2, Itemc.

15.12.030

Mechanical / Fuel Gas Permit

For the issuance of each permit	53.00
For issuing each supplemental permit	21.00
Install or relocate gravity/forced air furnace to 100,000 btu/h	27.00
Install or relocate gravity/forced air furnace over 100,000 btu/h	32.00
Install or relocate each floor furnace, including vent	23.00
Install or relocate suspended, recessed or floor mounted heater	23.00
Install, relocate or replace appliance vent	16.00
Repair or alter any heating, cooling, absorption or evaporative system	21.00
Install or relocate boiler or compressor to 3 hp	23.00
Install or relocate absorption system to 100,000 btu/h	23.00
Install or relocate boiler or compressor 3-15 hp	43.00
Install or relocate absorption system 100,000-500,000 btu/h	43.00
Install or relocate boiler or compressor 15-30 hp	59.00
Install or relocate absorption system 500,000-1,000,000 btu/h	59.00
Install or relocate boiler or compressor 30-50 hp	90.00
Install or relocate absorption system 1,000,000-1,750,000 btu/h	90.00
Install or relocate boiler or compressor over 50 hp	160.00
Install or relocate absorption system over 1,750,000 btu/h	160.00
Each air-handling unit up to 10,000 cfm and attached ducts	21.00
Each air-handling unit over 10,000 cfm	32.00
Each evaporative cooler other than portable type	21.00
Each ventilation fan attached to a single duct	16.00
Each ventilation system not part of heating or air conditioning system	21.00
Installation of hood system serving any mechanical exhaust, including ducts	21.00
Install or relocate domestic type incinerator	32.00
Install or relocate commercial or industrial incinerator	122.00
Install, relocate or alter any unclassified equipment	21.00
Install Hydronic Heating- up to 1000 sq. ft	23.00
Install Hydronic Heating- 1001 sq. ft. - 2500 sq. ft	37.00
Install Hydronic Heating- 2501 sq. ft. - 5000 sq. ft	53.00
Install Hydronic Heating- 5001 sq. ft. and over	80.00
Gas-piping Systems to 5 outlets	16.00
For each additional Gas-piping System outlet, per outlet	5.00

15.12.030

Inspections

Inspections outside normal business hours	106.00/hr min
Re-inspection fee	80.00/hr min
For which no fee is specifically indicated	80.00/hr min
Additional plan review required by changes, additions, or revisions to approved plans (minimum charge 1 hour)	106.00/hr min

Electrical Code

\$ Current Fee

15.20.010 3

Valuation of Electrical Work

1.00 to 500	38.00
500.01 to 600	44.00
600.01 to 700	49.00
700.01 to 800	53.00
800.01 to 900	59.00
900.01 to 1,000	64.00
1,000.01 to 1,100	68.00
1,100.01 to 1,200	73.00
1,200.01 to 1,300	79.00
1,300.01 to 1,400	84.00
1,400.01 to 1,500	88.00
1,500.01 to 1,600	94.00
1,600.01 to 1,700	99.00
1,700.01 to 1,800	103.00
1,800.01 to 1,900	109.00
1,900.01 to 2,000	114.00
2,000.01 to 3,000	129.00

3,000.01 to 4,000	
4,000.01 to 5,000	168.00
5,000.01 to 6,000	188.00
6,000.01 to 7,000	209.00
7,000.01 to 8,000	229.00
8,000.01 to 9,000	249.00
9,000.01 to 10,000	269.00
10,000.01 to 11,000	288.00
11,000.01 to 12,000	309.00
12,000.01 to 13,000	329.00
13,000.01 to 14,000	349.00
14,000.00 to 15,000	369.00
15,000.01 to 16,000	389.00
16,000.01 to 17,000	429.00
17,000.01 to 18,000	449.00
18,000.01 to 19,000	469.00
19,000.01 to 20,000	489.00
20,000.01 to 21,000	510.00
21,000.01 to 22,000	529.00
22,000.01 to 23,000	549.00
23,000.01 to 24,000	569.00
24,000.01 to 25,000	591.00
25,000.01 to 50,000 = \$591.00 for the first \$25,000.00, plus \$11.00 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.00	
50,000.01 to 100,000 = \$966.00 for the first \$50,000.00, plus \$10.00 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.00	
100,000.01 and Up = \$1,467.00 for the \$100,000.00 plus \$8.00 for each additional \$1,000.00 or fraction thereof	
Connect all temporary services	35.00

Plumbing Permits**\$ Current Fee**

15.24.030

Plumbing and Fuel Gas Permits

For issuing each permit	53.00
For each plumbing fixture on one trap or set of fixtures on one trap (including water, drainage piping and backflow protection)	16.00
For each building sewer and trailer park sewer	27.00
Rainwater systems – per drain (inside building)	16.00
For each water heater and/or vent	16.00
For each gas-piping system of one to five outlets	16.00
For each additional gas-piping system outlet, per outlet	5.00
For each industrial waste pretreatment interceptor including its trap and vent, excepting kitchen type grease interceptors functioning as fixture traps	16.00
For each installation, alteration or repair of water piping and/or water treating equipment, each fixture	16.00
For each repair or alteration of drainage or vent piping, each fixture	16.00
For each lawn sprinkler system on any one meter including backflow protection devices	16.00
For atmospheric-type vacuum breakers not included in Item #10:	-
1 to 5 each	16.00
over 5 each	5.00
For each backflow protective device, other than atmospheric-type vacuum breakers:	-
2 inch diameter and smaller	16.00
over 2 inches in diameter	27.00
Install Hydronic Heating- up to 1000 sq. ft	23.00
Install Hydronic Heating- 1001 sq. ft. - 2500 sq. ft	37.00
Install Hydronic Heating- 2501 sq. ft. - 5000 sq. ft	53.00
Install Hydronic Heating- 5001 sq. ft. and over	80.00
For each Fire Sprinkler System	16.00
Inspections	
Inspections outside normal business hours	106.00/hr min
Re-inspection fee	80.00/hr min

Inspections for which no fee is specifically indicated	80.00/	Section 2, Itemc.
Additional plan review required by changes, additions, or revisions to approved plans (minimum charge 1 hour)	106.00/hr min	

Flood Damage Prevention

\$ Current Fee

15.30.110

Floodplain Development Permit

Deposit on Permit: Non-Refundable, applied to full Permit Fee	50.00
Scale of project is determined by the Floodplain Administrator and examples of projects are included in the application:	
Small Scale	300.00
Large Scale	750.00
Floodplain Map Revision (CLOMR and LOMR) Application	1,200.00
Permit Revisions: half the cost of the original permit	
Variance Application	750.00
No Fee Specifically Indicated	150.00/hour
Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work - not including Emergency Waiver)	
Third Party Technical Review	actual cost

Contractor Licensing

\$ Current Fee

15.36.040 I

Classification:

General Contractor (Class A)	426.00
Building Contractor (Class B)	426.00
Building Contractor Restricted (Class Br)	426.00
Residential Contractor (Class C)	426.00
Electrical Contractor	426.00
Low Voltage Electrical Contractor	426.00
Plumbing Contractor	426.00
HVAC Contractor	426.00
Woodstove/Gas Stove Installer	426.00
Gas Service Contractor	426.00
Lawn Sprinkler Installer	426.00
Water Conditioning Installer	426.00
Refrigerator Contractor	426.00
Fire Sprinkler Contractor	426.00

15.36.050 G

Certificates of Qualification

Initial Certificate	160.00
Renewal of Certificate	80.00

Demolition Standards**\$ Current**

Section 2, Itemc.

15.38.010

Demolition Permit

Deposit on Permit: Non-Refundable, applied to full Permit Fee	50.00
Demolition Permit	250.00
Permit Revisions: half the cost of the original permit	
No Fee Specifically Indicated	150.00/hour
Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work - not including Emergency Waiver)	
Third Party Technical Review	actual cost

Grading, Erosion Control, and Stormwater Management**\$ Current Fee**

LDR: 5.7

Grading Permit

Deposit on Grading Permit: Non-Refundable, applied to full Grading Permit Fee	50.00
Individual Residential (Primary + 1 accessory):	
Statement	200.00
Plan Level	600.00
Multi-Unit Residential (3+ Units)	
Statement	200.00/unit
Plan Level	350.00/unit
Multi-Lot Residential/Subdivision: Plan Level Only	350.00/lot
Commercial Development: \$0.10/square foot of total development area; minimum fee \$200	
Permit Revisions: half the cost of the original permit	
Fee Specifically Indicated: \$100/hour/reviewer	
Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work - not including Emergency Waiver)	
Third Party Technical Review	actual cost

Cemetery**\$ Current Fee**

Res 05-28

Fees:

Internment - Open/Close Full	493.00
Internment - Open/Close Cremation	70.00
Weekend / Holiday Charge	140.00
Deed Filing Fee	28.00
Winter Charge (Dec 1 - April 30)	140.00
Plot Purchase - Full	422.00
Plot Purchase - Cremation/Infant	140.00
Disinterment - Open/Close Full	634.00
Disinterment - Open/Close Cremation	140.00

Building fees

thaynecommunitycenter@silverstar.com <thaynecommunitycenter@silverstar.com>

Thu 2/1/2024 12:01 PM

To:Office <office@alpinewy.gov>

📎 2 attachments (211 KB)

Sewer Connection NEW 2023.docx; Water Tap Connection Application New 2023.docx;

Caution: External (thaynecommunitycenter@silverstar.com)

First-Time Sender [Details](#)

[Report This Email](#) [FAQ](#) [GoDaddy Advanced Email Security](#), Powered by INKY

Sarah,

I have attached our application for water and sewer connection, and it shows the different fees. A building permit was just recently raised from \$100 to \$500. There is no fee associated with applying for the monthly water and sewer service if the infrastructure is in place. The monthly fee for service is \$30.25 for Sewer (flat fee) and 34.75 for water usage up to \$30,000 gallons. \$1.50 per 1000 gallons over the 30,000 except for the winter months. Nov 1st thru April 30th.



Sally Humpherys

Town of Thayne
115 Peterson Parkway
Thayne, WY 83127

307-883-2668

thaynecommunitycenter@silverstar.com

www.thayne-wy.com



SCHEDULE OF FEES

Section 2, Itemc.

Teton County Planning & Building Services
P.O. Box 1727, 200 S. Willow Street, Jackson WY 83001
Phone (307)733-3959 www.tetoncountywy.gov

APPLICABILITY

This schedule outlines fees assessed for processing applications required by the Teton County Land Development Regulations, as well as fees associated with administrative tasks and other services provided by the Teton County Planning and Building Services Department. Fees are based upon the usual cost of processing the application (staff time, advertising, and overhead), and in the case of Building Permits, on the valuation of the construction proposed. The Board of County Commissioners or Planning Director may consider a reduction or waiver of application or permit fees within the discretion granted by the adopted Teton County Fee Waiver Policy.

PAYMENT TYPES ACCEPTED

Cash, checks and credit cards are accepted. Out of state checks must be certified. A 2.5% convenience fee is assessed for credit card payments, with a minimum charge of \$1.95 on all credit card transactions.

FEES

Planning Permit Fees

Building Permit Fees

Electrical Permit Fees

Engineering Permit Fees

Administrative Fees and Services

Fee Waiver Policy

PLANNING PERMIT FEES

All planning permit fees are due at the time of application submittal, unless otherwise specified. Fees are cumulative; if multiple permits are required for a proposal, the fee for each permit will be assessed. In addition to the permit fee, an applicant may also be responsible for direct costs associated with required technical reviews, for example, the fee charged by the County Surveyor for review of a Subdivision Plat application. These direct costs will vary, depending on the application and external technical reviews required, but applications where such costs may apply are noted.

For information on affordable and workforce housing mitigation fees, see the Teton County Affordable Housing Mitigation Requirement Calculator, which can be downloaded by visiting jacksontetonplan.com/CountyCalculator.

Planning Permit Fees

Type of Review	Initial Application Fee
Pre-Application Conference (per pre-app meeting)	
General Pre-Application Conferences	
For Sketch Plan, Special Use, or Planned Unit Development Applications	\$600.00
For Conditional Use, Development Plan, Zoning Map Amendment or Development Option Plan Applications	\$300.00
For Grading and Erosion Control Applications or an optional/elective pre-application conference with staff	\$150.00
For optional/elective pre-application conference with Planning Commission or the Board of County Commissioners	Additional fee in the amount of original pre-application fee
Environmental Analysis Pre-Application Conference	
For Applicant-hired consultant	\$300.00
For County-hired consultant	\$900.00
Environmental Analysis	
Applicant-hired consultant	\$1,500.00
County-hired consultant	\$1,500.00 + cost of preparation*
Physical Development	
Sketch Plan	\$2,500.00
Development Plan	\$2,500.00
Building Permit	See Building Permit Fees
Grading Permit	See Engineering Permit Fees
Sign Permit	
Per Sign	\$75.00
Master Signage Plan	\$300.00
Use	
Basic Use Permit	\$500.00
For Small Wireless Facility	\$500.00 for up to five facilities + \$100.00 for each additional facility
Conditional Use Permit	
Use Permit Only	\$2,500.00
Concurrent with another application requiring public hearing	\$500.00
Special Use Permit	\$2,500.00
Development Option or Subdivision	
Development Option Plan	\$500.00
Subdivision Plat	\$450.00 + technical review*
Exaction fee in-lieu of land dedication	3% of median per-acre value of private land in Teton County per parcel*
Exempt Land Division	Free
Exaction fee in-lieu of land dedication	3% of median per-acre value of private land in Teton County per parcel*
Boundary Adjustment	
Plat Required	\$450.00 + technical review*
Without Plat	\$450.00 + technical review*
Interpretations	

Formal Interpretation	\$500.00
Zoning Compliance Verification	\$500.00
Amendments	
LDR Text Amendment	\$1,500.00
Zoning Map Amendment	\$1,500.00
Planned Unit Development	\$5,000.00

Relief	
Administrative Adjustment	\$500.00
Variance	
Variance Only	\$1,500.00
Concurrent with another application requiring public hearing	\$500.00
Beneficial Use Determination	50% of all actual costs*; \$2000.00 initial deposit required
Enforcement	
After the fact permit	Double the initial fee
Amendments of Permits or Approvals	
Re-submittal while still in review process	½ original application fee
Amendment of approved plans and permits (see LDR Section 8.2.13 for explanation)	Current application fee for type of application being amended
Update of an Environmental Analysis	\$400.00
Amendment to a condition requiring Board or Planning Director approval	\$500.00
Teton County Scenic Preserve Trust	
Stewardship Fee (payment shall be made to the Teton County Scenic Preserve Trust)	\$13,200.00*
Easement Review (new or amendment)	\$500.00
Miscellaneous	
Administrative decisions elevated to public hearing (not including appeals)	\$500.00 per hearing
Planner of the Day services or miscellaneous services and research	\$50/hr after the 1 st hour*
Special Purpose Fencing Exemption request	\$50.00
Review of required Annual Monitoring Report	\$50.00/hr
Environmental Analysis Exemption request	\$50.00
Revalidation of an Environmental Analysis	\$50.00

*Not due at time of initial application, but due prior to issuance of permit/review or as condition of approval as directed by Planning Director or Board of County Commissioners.

BUILDING PERMIT FEES

The Building Division is responsible for the collection of fees adopted by the County in association with building permits. Depending on the nature of the project these fees may include the Building Permit and plan review fees, miscellaneous, demolition, mechanical, plumbing, development, grading and erosion control, septic, sewer, exaction, affordable housing, and energy mitigation program fees.

When submitting your Building Permit application, you will be required to pay both a plan review fee and a Planning review fee. The plan review fee is equal to 65% of your Building Permit fee and is charged in addition to the Building Permit fee. The Planning review fee is for Planning Division review of your Building Permit application and is described below. The remainder of the fees are due and payable at the time you pick-up the approved Building Permit. You may also be responsible for Engineering Permit fees, such as Grading and Erosion Control or Small Wastewater Facility, or sewer connection fees, depending on the nature of the project.

Refunds

If you decide not to build after you have submitted your plans and paid the plan review fee, you may be eligible for a refund of up to 80% of that fee. Section 108.6 of the International Building Code, as amended by Teton County, states:

“The Building Official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 180 days after the date of plan review payment, and then only under the following conditions:

1. The Building Official may authorize refunding of any fee paid hereunder which was erroneously paid or collected.
2. The Building Official may authorize refunding of not more than 80% of the permit fee paid when no work has been done under a permit issued in accordance with this code.
3. The Building Official may authorize refunding of not more than 80 percent of the fee paid for which a plan review fee has been paid is withdrawn or cancelled before any plan review effort has been expended.”

Building Permit Fees

Building Permit Fees for new construction will be established using the most current Building Valuation Data published by the International Code Council and a Permit Fee Multiplier as listed below:

1 – 2,500 square feet	0.006
2,501 – 5,000 square feet	0.009
5,000 + square feet	0.012

The valuation for remodels shall be 75% of the new construction valuation.

The calculation for Building permit Fees is as follows:

$$\begin{aligned}
 &1^{\text{st}} 2,500 \text{ square feet} \times \text{square foot construction costs} \times 0.006 = \text{fee} + \\
 &2^{\text{nd}} 2,500 \text{ square feet} \times \text{square foot construction costs} \times 0.009 = \text{fee} \\
 &+ \text{remaining square feet} \times \text{square foot construction costs} \times 0.012 = \text{fee} \\
 &\qquad\qquad\qquad = \text{Total Building Permit Fee}
 \end{aligned}$$

Plan Review Fee	65% of Total Building Permit Fee
Planning Review Fee	\$100.00 + \$50.00 per 1,000 sf greater than 5000 sf
Minimum Building Permit Fee	\$250.00
Minimum Miscellaneous Permit Fee	\$250.00

Inspection and Review Fees

Inspection or Review	Fee	Notes
Inspections outside of normal business hours	\$75.00	Per hour; minimum 2-hour charge
Re-Inspection Fees	\$50.00	Per hour ¹ ; minimum 1-hour charge; for fees assessed under provisions of Sections 109.3.4 and R109.4
Inspections for which no fee is indicated	\$50.00	Per hour ¹ ; minimum 1-hour charge
Additional plan review	\$100.00	Per hour ¹ ; minimum 1-hour charge; for review required by changes, additions or revisions to plans
Use of outside consultants	Actual cost ²	
Demolishing any building or structure	\$50.00	
Mobile Homes	\$350.00	Per mobile unit; includes plumbing and mechanical inspections without separate permitting
Fire sprinkler and alarm systems		Permit fees based on the valuation of the systems equipment and installation

Sewer Connection Fees

Town of Jackson and Wilson Sewer District sewer connection Permit	\$100.00
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Mechanical Code and Fuel Gas Code Permit Fees

Permit, Review or Inspection	Fee	Notes
For issuing each permit	\$50.00	
For issuing each supplemental permit	\$25.00	For which the original permit has not expired, been cancelled, or finalized

¹ Or the total hourly cost to the jurisdiction, whichever is greatest. The cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of employees involved. Minimum charge is one hour.

² Actual costs include administrative and overhead costs.

Furnaces		
For the installation or relocation of each forced-air or gravity-type furnace or burner including ducts and vents attached to such appliance, up to and including 100,000 BTU/h	\$15.00	
For the installation or relocation of each forced-air or gravity-type furnace or burner including ducts and vents attached to such appliance, over 100,000 BTU/h	\$20.00	
For the installation or relocation of each floor furnace, including vent	\$15.00	
For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted heater	\$15.00	
Gas Piping Systems		
For each gas piping system of 1-5 outlets	\$5.00	
For each additional gas piping system outlet	\$1.00	Per outlet
Appliance Vents		
For the installation, relocation or replacement of each appliance vent not installed and not included in an appliance permit	\$8.00	
Repairs or Additions		
For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code	\$14.00	
Boilers, Compressors, and Absorption Systems		
For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6KW) or each absorption system to and including 100,000 BTU/h (29.3KW)	\$15.00	
For the installation or relocation of each boiler or compressor over 3 horsepower (10.6KW) to and including 15 horsepower (52.7KW), or each absorption system over 100,000 BTU/h (29.3KW) to and including 500,000 BTU/h (146.6 KW)	\$30.00	
For the installation or relocation of each boiler or compressor over 15 horsepower (52.7KW) to and including 30 horsepower (105.5 KW), or each absorption system over 500,000 BTU/h to and including 1,000,000 BTU/h	\$40.00	

Permit, Review or Inspection	Fee	Notes
Boilers, Compressors, and Absorption Systems Cont'd		
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5KW) to and including 50 horsepower (176KW), or each absorption system over 1,000,000 BTU/h (293.1KW) to and including 1,750,000 BTU/h	\$55.00	

For the installation or relocation of each boiler or compressor over 50 horsepower (176KW) or each absorption system over 1,750,000 BTU/h	\$95.00	
Air Handlers		
For each air-handling unit to and including 10,000 cubic feet per minute (cfm) including ducts attached thereto	\$10.00	This fee does not apply to an airhandling unit which is a portion of a factory assembled appliance for which a permit is required elsewhere in the Mechanical Code
For each air-handling unit over 10,000 cfm	\$20.00	
Evaporative Coolers		
For each evaporative cooler other than portable type	\$10.00	
Ventilation and Exhaust		
For each ventilation fan connected to a single duct	\$10.00	
For each ventilation fan which is not a portion of any heating or air-conditioning system authorized by a permit	\$10.00	
For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	\$10.00	
Incinerators		
For the installation or relocation of each domestic-type incinerator	\$20.00	
For the installation or relocation of each commercial or industrial-type incinerator	\$15.00	
Miscellaneous		
For each appliance or piece of equipment regulated by the Mechanical Code but not classified in other appliance categories or for which no other permit is listed in this table	\$10.00	
Inspections Outside of Normal Business Hours		
Inspections outside of normal business hours	\$75.00	Per hour ¹ ; minimum 2 hour charge
Re-Inspection Fees		For fees assessed under provisions of Section 107.2.3 ¹
Inspections for which no fee is indicated		Per hour ¹ ; minimum 2 hour charge
Additional plan review		Per hour ¹ ; minimum ½ hour charge; for review required by changes, additions or revisions to plans

Plumbing Permit Fees

Permit, Review or Inspection	Fee	Notes
For issuing each permit	\$50.00	

¹ Or the total hourly cost to the jurisdiction, whichever is greatest. The cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of employees involved.

For each supplemental permit	\$25.00	
For each plumbing fixture or trap, or set of fixtures on one trap	\$7.00	Including water, drainage piping, and backflow protection thereof
Rainwater systems (inside building)	\$7.00	Per drain
For each water heater and/or vent	\$7.00	
For each industrial waste pre-treatment interceptor	\$7.00	For its trap and vent, excepting kitchen-type grease interceptors functioning as fixture traps
For installation, alteration or repair of water piping and/or water treating equipment	\$10.00	Each
For each repair or alteration of drainage or vent piping	\$10.00	Each
For each lawn sprinkler system on any one meter	\$7.00	Including backflow protection devices therefore
For atmospheric-type vacuum breakers		For those not included in rainwater systems
1-5	\$5.00	
Over 5, each	\$1.00	
For each backflow protective device other than atmospheric-type vacuum breakers		
2 inches and smaller	\$7.00	
Over two inches	\$15.00	
For each medical gas piping system serving 1-5 inlets or outlets for a specific gas	\$50.00	
For each additional gas inlet/outlet	\$5.00	
Inspections outside of normal business hours	\$75.00	Per hour; minimum 1 hour charge
Re-inspection fees	\$50.00	Each; for fees assessed under provisions of Section 107.3.3
Inspections for which no fee is indicated	\$50.00	Per hour; minimum ½ hour charge
Additional plan review	\$100.00	Per hour; minimum ½ hour charge; for review required by changes, additions, or revisions to approved plans

Energy Mitigation Program Fees

Residential Energy Efficiency Fees

Fees shall be assessed for new construction and additions of all detached one-and two-family dwellings and multiple single-family dwellings (townhouses) not more than 3 stories high with separate means of egress with conditioned space over 2,500 square feet in compliance with this section. Fees shall be applied only to new square footage; additions to structures built after January 21, 2010 shall be included as total square footage, and the fee structure shall apply. Refunds shall be distributed not more than one (1) time upon issuance of a Certificate of Occupancy for the fees assessed for the gross square footage. Any upgrades made after issuance of a Certificate of Occupancy are not eligible for a refund. Fees assessed for Non-essential Building Elements are not eligible for refund.

Gross Square Footage

Buildings of 2,500 square or less shall meet the energy requirements of the International Residential Code. Fees for structures described above over 2,500 square feet of conditioned space shall be as follows:

Structures of 2,501 sq. ft. – 5,000 sq. ft. (Gross sq. ft. of conditioned space - 2,500 sq. ft.)	\$4.00/sq. ft.
Structures over 5,000 sq. ft. \$10,000 + (gross sq. ft. of conditioned space – 5,000 sq. ft.)	\$8.00/sq. ft.

Non-essential Building Elements

The following fees shall be assessed for items deemed non-essential to the operation of the structure. Credits, as described below, are not applicable to these fees.

Solid fuel burning decorative devices	\$5,000 Exception: a single fireplace on the property
Decorative fuel gas burning appliance or any fuel gas decorative device	\$5,000 Exception: sealed combustion, direct vent fuel gas fireplace heater
Exterior fuel burning decorative device	\$1,000
Exterior heated hardscape	\$10.00 per sq. ft. e.g. driveways, walkways, and patios
Pools and spas	\$10.00 per sq. ft. Exception: manufactured units with less than 100 sq. ft. of surface area fitted with a tight fitting cover having a minimum R-value of 12
Ponds and water features with a pump	\$150.00 per hp. Min 1 hp.

*Denotes referenced standards table in Chapter 6 of the IECC where the HERS, ASHRAE, and other relevant standards are clarified

Home Energy Rating System (HERS) index square footage thresholds

Below 2500 sq. ft.	Minimum HERS score of 100	Meets 2006 IECC
2500-5000 sq. ft.	Minimum HERS score of 75	Exceeds 2006 IECC by 25%
Above 5000 sq. ft.	Minimum HERS score of 50	Exceeds 2006 IECC by 50%

Leadership in Energy and Environmental Design (LEED) – All projects using the LEED rating system must be registered with the US Green Building Council at time of plan submittal, and achieve a minimum of “certified” rating.

Projects meeting the Home Energy Rating System (HERS) standards and Leadership in Energy and Environmental Design (LEED) certification are eligible for credits.

Credits

Fees as described above may be offset by the installation of devices or systems installed on site to reduce the energy demands of the structure. Credits shall not exceed the fees assessed and shall be paid to the homeowner upon issuance of a Certificate of Occupancy. Fees assessed for Non-essential Building Elements are not refundable.

Photovoltaic solar electric system	\$5,000 Per kw
Solar hot water system	\$5,000
Ground source heat pump	\$5,000 with minimum coefficient of performance of 4 or greater
Super-insulated thermal envelope	\$8,000 R60 ceilings and R-28 walls
Average fenestration U-factor < 0.29	\$8,000
Approved passive solar design	\$8,000 e.g., south windows > north windows with properly sized roof overhangs to provide summer shading
Zone Ductless Primary Heating System	\$8000.00 e.g., hydronic floor heating
Whole house ventilation system utilizing Heat Recovery System(s)	\$1,500

Commercial Energy Efficiency Fees

Fees shall be assessed for new construction and additions of residential, commercial and industrial buildings. Fees shall be applied only to new square footage, additions to structures built after January 21, 2010 shall be included as total square footage, and the fee structure shall apply. Refunds shall be distributed not more than one (1) time upon issuance of a Certificate of Occupancy for the fees assessed for the gross square footage. Any upgrades made after issuance of a Certificate of Occupancy are not eligible for a refund. Fees assessed for Non-essential Building Elements are not eligible for refund.

Exception: Single-family structures as regulated by the International Residential Code and R-2 Occupancies providing the R-value for the entire envelop of each individual unit meets the minimum building envelope requirements of Chapter 4 of the International Energy Conservation Code.

Gross Square Footage

Buildings up to 10,000 sq. ft. shall meet the requirements of the International Energy Conservation Code or ASHRAE 90.1.2004. Fees for structures described over 10,000 sq. ft. of conditioned space shall be as follows.

Structures of 10,000 sq. ft. – 20,000 sq. ft. (gross sq. ft. of conditioned space – 10,000 sq. ft.)	\$4.00/sq. ft.
Structures over 20,000 sq. ft. \$10,000 + (gross sq. ft. of conditioned space – 10,000 sq. ft.)	\$8.00/sq. ft.

Non-Essential Building Elements

The following fees shall be assessed for items deemed non-essential to the operation of the structure. Credits, as described below, are not applicable to these fees.

Solid fuel burning decorative devices	\$5,000 Exception: a single fireplace on the property with an opening < 6 sq. ft.
Fuel gas burning exterior decorative device	\$5,000
Exterior heated hardscape	\$10.00/sq. ft. e.g. driveways, walkways, and patios except where determined by the Building Official to be necessary for required egress and/or accessibility

Pools and spas	\$10.00 per sq. ft. including package units o
	100 sq. ft. of surface area, not equipped with an evaporative cover on the water surface with an insulation value of R-12
Ponds and water features with a pump system	\$150 Per hp. Min 1 hp.

Section 2, Itemc.

Credits

Fees as described above may be offset by the installation of devices or systems installed on site to reduce the energy demands of the structure. Credits shall not exceed the fees assessed and shall be paid to the owner upon issuance of a Certificate of Occupancy. Fees assessed for Non-essential Building Elements are not eligible for refund.

Structures less than 20,000 sq. ft.

- a) The building shall be super insulated (R-60 ceilings, R-26 walls) and be equipped with high efficiency heating (90 AFUE) and cooling (13 SEER) systems and have a maximum glass-to-wall area of 40% or less; or
- b) Compliance, and certification, with LEED or ASHRAE's ADEG for small offices, with a 3rd party commissioning report of mechanical systems.

Structures 20,000 sq. ft. or greater

- a) 14% more energy efficient than the current edition of ASHRAE 90.1. with a 3rd party commissioning report of mechanical systems.

ELECTRICAL PERMIT FEES

The fees assessed for electrical permits are processed, reviewed and inspected by Jackson Hole Fire/ EMS. Electrical permits and fees are often required in conjunction with building permits, and so are incorporated here for convenience of reference. Questions about electrical permits or associated fees should be directed to Jackson Hole Fire/EMS.

ENGINEERING PERMIT FEES

The following fees are assessed for permits processed and reviewed by the Teton County Engineer's Office, but commonly reviewed and issued in conjunction with a Planning or Building Permit. Fees are cumulative, and due at the time of application submittal. Application fees are determined based upon the estimated cost of the project and processing the application (staff time, advertising, and overhead). Upon consideration of the complexity of the project, the Engineer may assess additional fees or require external/third party review by a qualified professional of the County's choosing and at the Applicant's expense.

Engineering Permit Fees: Grading & Erosion Control (GEC)**GEC Permit Fees****Individual Residential (primary +1 accessory)**

Statement	\$400
Plan Level	\$700

Multi-Unit Residential (3+ units)

Statement	\$200/unit
Plan Level	\$350/unit

Multi-Lot Residential/Subdivision

Plan Level Only	\$350/lot
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Commercial Development

Based on total development area	\$0.10/ft ²
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Permit Revisions

Revisions to all GEC permits	half of new permit fee for work shown
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Compliance Fees

Failure to obtain a permit prior to commencing development = DOUBLE application fee

Engineering Permit Fees: Septic/Small Wastewater Facility**SWF Permit Fees****New Residential**

Base fee (includes 1 bedroom or equivalent)	\$250
PLUS \$100 per bedroom (for 2+ bedrooms)	\$100/bedroom

New Commercial

Base fee (includes 1 bedroom or equivalent)	\$400
PLUS \$1 per gal/day of the system design flow	\$1/GPD

Other Septic Fees

Repair	\$50
Adams Canyon Sewer Connection	\$100
Adams Canyon Sewer Usage Fee	\$100/year

Compliance Fees

Failure to obtain a permit prior to commencing development = DOUBLE application fee

Engineering Permit Fees: Bridge Permits**Bridge Permit Fees**

Small-Scale Project	\$300
Construction cost less than \$75,000	
Large-Scale Project	\$600
Construction cost greater than \$75,000	
Third Party Review (if required)	At cost to be reimbursed

Compliance Fees

Failure to obtain a permit prior to commencing development = DOUBLE application fee

ADMINISTRATIVE FEES AND SERVICES

The following fees are assessed for copies, scanning, maps, and other miscellaneous administrative services provided by the Planning Department. These fees may be stand-alone, or may be assessed in conjunction with any application for which the listed service is requested or required.

Administrative Fees

Type of Administrative Task	Fee
Notice and Hearings	
Neighbor Notice Mailings	\$1.50 per notice over 25 notices
Cancel or postpone public hearing at applicant request	
Re-advertising or new neighbor notices required	Actual cost
No required re-advertising or new neighbor notices	\$50.00
Miscellaneous Services	
Financial assurance administration—renewal, reduction, amendment or release; reduction and release are separate requests	\$50.00 per request
Renaming of road (unplatted)—discretionary requests	\$500.00
Physical address change	\$200.00
Assignment of physical address (no existing address)	Free
Required recording of documents with Teton County Clerk	Actual cost
Required technical reviews	Actual cost
Copies and Scans	
Standard black and white	
10 pages or less (double-sided counts as 2 pages)	Free
More than 10 pages	\$0.20 per page
Color (up to 11x17 page size)	\$2.00 per page
Scans	
10 pages or less	Free
More than 10 pages	\$0.10 per page
Large format over 11x17	\$1.00 per page
Maps and Documents	
Geographic information system (GIS) maps	
8.5x11 black and white line drawing	\$1.25 each
8.5x11 color line drawing	\$2.50 each
8.5x11 color aerial photo	\$6.50 each
Print 11x17 size	\$1.00 addt'l fee per map
Copy of complete Jackson Teton County Comprehensive Plan	\$50.00
Copy of complete Teton County Land Development Regulations	\$50.00
Large format zoning map	\$20.00

Resolution # 2014-054

TETON COUNTY FEE WAIVER POLICY

WHEREAS, the Board of County Commissioners of Teton County, Wyoming, (the "Board") has the authority pursuant to Wyoming Statutes §§18-2-101, 18-5-201, *et seq.*, 35-9-120, and 35-9-121 to assess fees related to Teton County Planning and Development, Teton County Engineering, and Jackson Hole Fire/EMS ; and

WHEREAS, on February 17, 2009, the Board of County Commissioners approved a Fee Waiver Policy regarding requests for full or partial waivers of application and/or permit fees; and

WHEREAS, at a properly noticed public hearing of the Board of County Commissioners on December 2, 2014, the Board considered and approved a Fee Schedule for services and permits as required by Teton County for Planning Permit Fees, Building Permit Fees, Plumbing Permit Fees, Mechanical Code and Fuel Gas Code Permit Fees, Energy Mitigation Program Fees, Electrical Permit Fees, Engineering Permit Fees, Floodplain Development Fees, Bridge Permit Fees, and Administrative Fees and Services; and

WHEREAS, the Fee Schedule is intended to set forth the appropriate and necessary costs for applications, fees for services, and/or permits provided or issued by Teton County Planning and Development, Teton County Engineering, and Jackson Hole Fire/EMS; and

WHEREAS, the Board has the discretion to and may desire to waive these required fees by Teton County Planning and Development, Teton County Engineering, and Jackson Hole Fire/EMS, for applications, services, and/or permits as set forth in the Fee Schedule; and

WHEREAS, the Board has established and set forth criteria which establishes when and under what circumstances the Board may consider and approve requests for full or partial waivers of fees for applications, services, and/or permits as set forth in the Fee Schedule; and

WHEREAS, on December 16, 2014, the Board of County Commissioners having duly met at a properly noticed public hearing fully considered the matter of a Fee Waiver Policy, under its authority as set forth in the above Wyoming Statutes to promote the health, safety, and general welfare of Teton County.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF TETON COUNTY, WYOMING, THAT:

1. The Board of County Commissioners of Teton County, Wyoming, hereby approves and adopts this Fee Waiver Policy, on December 16, 2014, which shall be effective on January 1, 2015, for Teton County Planning and Development, Teton County Engineering, and Jackson Hole Fire/EMS.
2. The Board of County Commissioners of Teton County, Wyoming, may consider and approve a request for a full or partial waiver of fees, when one of the following criteria is demonstrated and met:
 - a. An application that demonstrates a bona-fide community benefit for the whole of Teton County, Wyoming.
 - b. An application by a government agency, other than an agency or division of Teton County, Wyoming, or an application by an agency or

division of Teton County, Wyoming with associated fees in excess of \$6,000.

- c. Permits required as a result of criminal acts perpetrated against an applicant.
 - d. Proposed Land Development Regulations Text Amendments or Zoning Map Amendments when the proposed amendment is in the general public interest rather than proposed for the benefit of a single or restricted class of properties or owners, or proposed for a specific development permit or other land use permit.
 - e. Double permit fees associated with an after the fact permit resulting from an enforcement action pursuant to the Land Development Regulations, where the violation to be remedied with the permit is not the fault of the current property owner. Approval of this waiver results in the current applicant being responsible only for the standard permit fee, not the double fee penalty.
3. The Teton County Planning Director may consider and approve a request for a full or partial waiver of fees, when one of the following criteria is demonstrated and met:
- a. An error by Teton County, Wyoming, staff.
 - b. Duplication of staff effort or where costs are substantially reduced or eliminated.
 - c. Permits or fees required as a result of a government action.
 - d. An application by an agency or division of Teton County, Wyoming with associated fees of \$6,000 or less.
4. Any direct costs incurred by Teton County, Wyoming, are not subject to the above provisions and must be fully reimbursed or paid for directly by the applicant, which may include but is not limited to state and/or federal fees and/or outsourced services or fees, etc.

FURTHER RESOLVED that all appropriate action shall be taken in order to officially file and record such Fee Waiver Policy with the Teton County Clerk's Office that will be effective on January 1, 2015.

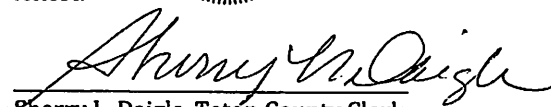
PASSED, APPROVED AND ADOPTED by a majority of the votes of the full Board of County Commissioners of Teton County, Wyoming, at a meeting held this 22 day of December, 2014.

**BOARD OF COUNTY COMMISSIONERS
OF TETON COUNTY, WYOMING**




Hank Phibbs, Chairman

Attest:


Sherry L. Daigle, Teton County Clerk